



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

APRIL 6, 2007

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





Letter of Transmittal

TO: Toll Bridge Program Oversight Committee
(TBPOC)

DATE: April 3, 2006

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – April 6, 2007

Attached is the TBPOC Meeting Materials Packet for the April 6th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics. Items that are to be included after the mail-out will be printed on blue paper.

TBPOC MEETING
April 6, 2007, 10:00 AM - 12:00 PM
New Benicia-Martinez Bridge Administration Building, Training Room
70 Mococo Road, Martinez, CA

Topic	Presenter	Time	Desired Outcome
1. CHAIR'S REPORT	W. Kempton, CT	5 min	Information
2. CONSENT CALENDAR	A. Fremier, BATA		
a. February 15, 2007 Meeting Minutes*		1 min	Approval
b. March 5, 2007 Conference Call Minutes*		1 min	Approval
c. 2007 TBPOC Meeting Calendar*		2 min	Approval
3. PROGRESS REPORT	A. Fremier, BATA		
a. March 2007 Monthly Progress Report***		1 min	Information
4. PROGRAM ISSUES			
a. 2007 East Span Strategic Plan***	PMT	15 min	Approval
b. Pre-Existing Program Obligations*	T. Anziano, CT	10 min	Information
c. Update on Cameras Linked to Web-Site*	T. Anziano, CT	5 min	Information
5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES			
a. Yerba Buena Island			
1) Labor Day Outreach Action Plan for YBI Viaduct Replacement*	B. Ney, CT	15 min	Approval
b. Self-Anchored Suspension Superstructure			
1) China Organization Update*	T. Anziano, CT	10 min	Information
2) Overseas Fabrication Site Visit*	A. Fremier, BATA	10 min	Information
c. Oakland Touchdown			
1) Addendum for Oakland Touchdown Contract #1**	T. Anziano, CT	10 min	Approval
6. NEW BENICIA-MARTINEZ BRIDGE			
a. Project Update*		10 min	Approval
1) Soffit Concrete Delamination*	T. Anziano, P. Lee		Approval
2) Program Budget*	T. Anziano, CT		Approval
3) Rehabilitation of Existing Bridge Deck*	P. Lee, BATA		Information
4) Bridge Opening (media, celebration)*	P. Lee, BATA		Approval
5) Open Road Tolling*	P. Lee, BATA		Approval
5) Open Road Tolling*	P. Lee, BATA		Information
7. Other Business			
a. Walking Tour of Toll Plaza – Introduction*	W. Kempton, CT		n/a
	A. Fremier, BATA	2 min	Information
Next Meeting: Tuesday, May 1, 2007, 1:00 p.m. – 3:00 p.m., Sacramento			

* Attachments

** Final Documents still in process; to be provided as soon as available.

*** Stand alone document included in the binder.

TBPOC MEETING April 06, 2007

INDEX TAB	AGENDA ITEM	DESCRIPTION
1	1	CHAIR'S REPORT (No attachments)
2	2	CONSENT CALENDAR a. February 15, 2007 Meeting Minutes* b. March 05, 2007 Conference Call Minutes* c. 2007 TBPOC Meeting Calendar*
3	3	MONTHLY PROGRESS REPORT a. March 2007 Monthly Progress Reports ***
4	4	PROGRAM ISSUES a. 2007 East Span Strategic Plan* b. Pre-Existing Program Obligations* c. Update on Cameras Linked to Web-Site*
5	5	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Yerba Buena Island* 1) Labor Day Outreach Action Plan for YBI Viaduct Replacement* b. Self-Anchored Suspension Superstructure* 1) China Organization Update* 2) Overseas Fabrication Site Visit* c. Oakland Touchdown* 1) Addendum for Oakland Touchdown Contract #1**
6	6	NEW BENICIA-MARTINEZ BRIDGE a. Project Update 1) Soffit Concrete Delamination* 2) Program Budget* 3) Rehabilitation of Existing Bridge Deck* 4) Bridge Opening (media, celebration)* 5) Open Road Tolling*
7	7	OTHER BUSINESS a. Walking Tour of Toll Plaza – Introduction*

* Attachments

** Final Documents still in process; to be provided at the meeting.

*** Stand alone document included in the binder.

Item 1: Chair's Report

No Attachments

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 2a
Consent Calendar
Item- February 15, 2007 Meeting Minutes

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

Approval

Discussion:

The Program Management Team has reviewed and requests approval of the TBPOC February 15, 2007 Meeting Minutes.

Attachment:

February 15, 2007 Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES

February 15, 2007, 1:00 PM – 2:50 PM
Room 444, California State Capitol,
1301 10th Street, Sacramento, CA

Attendees: TBPOC Members: Will Kempton, Steve Heminger, John Barna;
PMT Members: Tony Anziano, Andy Fremier, Stephen Maller;
Participants: Michele DiFrancia, John Goodwin, Richard Land, Brian Maroney,
Ivy Morrison, Bart Ney, Dina Noel, Randy Rentschler, Judis Santos, Bijan
Sartipi, Maura Twomey

Convened: 1:15 PM

Items	Action
<p>1. CHAIR'S REPORT</p> <ul style="list-style-type: none">• The Chair expressed thanks for the recent condolences offered to him.• The Chair reported that Dale Bonner was recently announced as the new Secretary of BT&H.• John Barna announced the addition of Dina Noel to CTC staff; Dina will be the CTC liaison to the PMT. Two new commissioners were appointed to the CTC -- Jim Aarp and Carl Guardino – effective 3/1/07. There will now be five commissioners from Northern California (in the majority).• Steve Heminger reported that there are six new commissioners on the MTC/BATA Board.	
<p>2. CONSENT CALENDAR BATA presented the following items for approval:</p> <ol style="list-style-type: none">a. December 21, 2006 Meeting Minutesb. February 6, 2007 Conference Call Minutesc. 2007 TBPOC Meeting Calendar	<ul style="list-style-type: none">• The TBPOC APPROVED the following: minutes for December 21, 2006 meeting and the February 6, 2007 conference call, 2007 TBPOC meeting calendar, and the

(continued)

Items	Action
d. BATA/BAMC Contract Extension	BATA/BAMC contract extension.
<p>3. MONTHLY PROGRESS REPORT</p> <p>a. BATA presented the draft February 2007 Monthly Progress Report for information.</p> <ul style="list-style-type: none"> • TBPOC approval through their respective PMT representatives is anticipated after appropriate reviews and final comments are incorporated. 	<ul style="list-style-type: none"> • BATA stated for the record that the TBPOC APPROVED the December 2006 and the January 2007 Monthly Progress Reports through their respective PMT members on 1/3/07 and 2/2/07, respectively. • The 4th Quarterly Progress Report was approved, finalized and mailed on 2/9/07.
<p>4. PROGRAM ISSUES</p> <p>a. TBSRP Strategic Plan (the order of items 4a and 4b was switched)</p> <ul style="list-style-type: none"> • BATA started the PowerPoint presentation of the Strategic Plan, with Caltrans and CTC later involvement. The presentation included the following items: <ul style="list-style-type: none"> ○ Goals and Mission ○ Strategic Plan Development ○ TBPOC Decision History ○ Priorities ○ 2007 Major Milestones ○ Building the East Span (4th Quarter Schedule) ○ Strategy to Meet October 2012 Goal ○ 4th Quarter/Opportunity Schedule Comparison ○ SAS Major Milestones ○ Summary and Next Steps • Comments on the Strategic Plan include: <ul style="list-style-type: none"> ○ TBPOC discussed the order of priorities, suggesting that public image be brought forward. ○ TBPOC stated that the priorities and strategic 	<ul style="list-style-type: none"> • The TBPOC deferred approval of the Strategic Plan until further development of the specific strategies. The revised Plan is to be presented at the next TBPOC meeting on 4/6/07.

(continued)

Items	Action
<p>objectives could be summarized into three points: accelerate time/seismic safety; save money; and promote public image.</p> <ul style="list-style-type: none">• Other TBPOC discussion and comments on the Strategic Plan included:<ul style="list-style-type: none">○ Include other TBSRP bridge milestones.○ Identify risks associated with decision (It was noted that the PMT has been doing this).○ SAS schedule savings: 1) focus attention on submittals; 2) develop strong partnership with ABF; 3) ensure China team is in place.○ Discussion on SAS schedule -- performance/lateness and timing of acceleration realization.○ Address risk in order to take items off the critical path even if the schedule is not advanced.○ Interrelations of strategies.○ Wisely spend money to accelerate schedule and avoid delay.○ Need to be mindful of the history; we have been racing the next earthquake since day one, and that has not changed.○ Opportunity Schedule – based on interdependencies and schedules. The integrated Corridor Schedule Team, (comprised of representatives from BATA, Caltrans, and CTC) is the lead in the development of the Opportunity Schedule. <p>b. Final Strategy for YBI (agenda re-ordered)</p> <ul style="list-style-type: none">• The Department presented the	

(continued)

Items	Action
<p>request to approve the final strategy for YBI which included the following approvals:</p> <ul style="list-style-type: none">○ Approval to proceed with West Tie-In Phase 1/YBI Viaduct replacement Labor Day weekend 2007○ Approval of South-South (SSD) Contract Change Order (CCO) 64; and;○ Approval to revise budget and forecast as set forth below, on an interim basis, pending development of additional 1st quarter information over the next three months. <ul style="list-style-type: none">• The Department presented a computer simulation of YBI linked to the opportunity schedule.• Two additional handouts were disseminated to the TBPOC: 1) Forecast Change for SSD and YBITS, and 2) Program Contingency Forecast Outlook (2/15/2007).• TBPOC comments included:<ul style="list-style-type: none">○ Current schedule for YBITS shows awarding contract in 2009, and work beginning in mid-2009 on the mainline (which will be around the same time that Prop 1B contracts are let).○ Bridge closure over Labor Day Weekend – how much float in the schedule? Answer – 5 hours. A contingency plan is to be developed to prepare for an extra day in case motorists need to find an alternative route come Tuesday morning.○ Forecast Change and Program Contingency handouts – Prudent application of contingency	<ul style="list-style-type: none">• The TBPOC APPROVED the three items contained in the Final Strategy for YBI.• Communications Partnership Team to develop a contingency plan that prepares for an extra day of closure.

(continued)

Items	Action
<p>funds to save time and money.</p> <ul style="list-style-type: none"> ○ When will the TBPOC be informed of the outreach plan for Labor Day weekend closure? A conference call will be scheduled. <p>c. 2007 Legislative Update Preparations</p> <ul style="list-style-type: none"> • Caltrans Public Information Officer provided a brief overview. <p>d. Dumbarton/Antioch Bridge Update</p> <ul style="list-style-type: none"> • BATA provided an update on accomplishments and next steps 	<ul style="list-style-type: none"> • PMT to schedule a conference call with TBPOC to discuss Labor Day weekend closure outreach plan. • Preparations were briefly noted.
<p>5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</p> <p>Brief updates were provided for the following items.</p> <p>a. West Approach</p> <ol style="list-style-type: none"> 1) Update of CCO 149 <ul style="list-style-type: none"> • The Department provided an update on the Realignment of the Interim Eastbound Stage 5 Detour (ST6D Line) in order to eliminate the Interim First Street and Essex Street On-Ramps. The negotiated amount for CCO work is \$2.85 million. • A CCO will be brought back to TBPOC which will include Stage 5 bridge removal work estimated at approximately \$1.2 million. Item will be brought back to the TBPOC via a conference call. <p>b. Yerba Buena Island (see “Program Issues”)</p> <p>c. East Span SAS Superstructure</p> <ol style="list-style-type: none"> 1) CCO 21 – Tower Splice Changes <ul style="list-style-type: none"> • The Department presented the request for approval for the 	<ul style="list-style-type: none"> • The TBPOC APPROVED CCO 149. • PMT to schedule a conference call for approval of Stage 5 CCO. • The TBPOC APPROVED CCO 21.

(continued)

Items	Action
<p>Department to negotiate CCO 21 elements in an amount not to exceed \$2.3 million.</p> <p>d. Oakland Touchdown</p> <p>1) Addendum 1</p> <ul style="list-style-type: none">• A+B and bidder stipend was added, and supplemental funds will be used to cover the stipend.	<ul style="list-style-type: none">• The TBPOC APPROVED Addendum 1.
<p>6. NEW BENICIA-MARTINEZ BRIDGE</p> <p>a. 680/780 Interchange/North Approach:</p> <p>1) CCO 135 – TRO Adjustment</p> <ul style="list-style-type: none">• The Department presented the request for approval of CCO 135 to implement the proposed settlement of \$2,008,500 to resolve claimed loss of productivity and extended overhead costs for the prime contractor.	<ul style="list-style-type: none">• The TBPOC APPROVED CCO 135.
<p>7. Other Business</p> <ul style="list-style-type: none">• T. Anziano announced that the T1 footing box is going through the Panama Canal today.	

Adjourned: 2:55 PM

(continued)

MEETING MINUTES

February 15, 2007, 1:00 PM – 2:50 PM
Room 444, California State Capitol,
1301 10th Street, Sacramento, CA

APPROVED BY:

WILL KEMPTON, Director
California Department of Transportation

Date

JOHN F. BARNA, Jr., Executive Director
California Transportation Commission

Date

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 2b
Consent Calendar
Item- March 5, 2007 Conference Call Minutes

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

Approval

Discussion:

The Program Management Team has reviewed and requests approval of the TBPOC March 5, 2007 Conference Call Minutes.

Attachment:

March 5, 2007 Conference Call Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC CONFERENCE CALL MINUTES

March 05, 2007, 5:00 PM – 5:30 PM

Participants: TBPOC Members: Will Kempton, Steve Heminger, and John Barna;
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller;
Other Participants: Michele DiFrancia, Beatriz Lacson, Rod McMillan,
Bart Ney, Judis Santos, Bijan Sartipi

Convened: 5:05 PM

Items		Action
1. February 2007 Monthly Progress Report – Budget and Forecast Change		
<ul style="list-style-type: none">• BATA requested TBPOC approval of the forecast adjustments in the report, consistent with prior TBPOC approvals for the SSD and YBITS contracts, for issuance to the BATA Oversight Committee on March 7, 2007.<ul style="list-style-type: none">○ BATA is required to disclose the forecast adjustments in line with their plans to issue additional bonds to fund the seismic retrofit program in April 2007.○ By current guidelines, the cost and schedule forecasts would not be updated until the 1st Quarter 2007 Report in May – too late for BATA's disclosure requirements.○ The revised cost forecasts would result in a net \$140 million cost adjustment for the East Span Project and a reduction of the forecast program contingency to \$800 million.○ The monthly report is showing only changes in forecast, not budget. Adjust the budgets when they become clearer from contract negotiations.		<ul style="list-style-type: none">• The TBPOC APPROVED the cost and schedule adjustments for the South/South Detour (SSD) and Yerba Buena Island Transition Structures (YBITS) contracts in the February 2007 Monthly Progress Report.• The Department and BATA to work on the report language explaining the variance (page 18 of the report), and show the cost indicators on pages 2 and 3 of the report to be all green.

(continued)

Items	Action
<ul style="list-style-type: none"> Talking points are to be prepared for the TBPOC. Talking points should cover the following message: <ul style="list-style-type: none"> Forecast and budget changes are a result of a TBPOC proactive decision to prevent potential issues and to take items off of the critical path. <p>2. West Approach Demolition Change Order</p> <ul style="list-style-type: none"> The Department requested approval to negotiate with the contractor to reduce the Stage 5 demolition period for an amount not to exceed \$1.2 million, which will be financed from the contract's contingency fund. <p>3. Labor Day Weekend Outreach Action Plan</p> <p>4. TBSRP Fact Sheet</p> <ul style="list-style-type: none"> BATA requested approval to use the Toll Bridge Seismic Retrofit Program Fact Sheet as part of their regular outreach to the California delegation in Washington, D.C. It was suggested that the title, "Expect the Unexpected" on the back page be revised to reflect a more positive note. The Committee indicated that the fact sheet should be updated periodically for 	<ul style="list-style-type: none"> The Department to work with the PIO in the preparation of talking points covering the change. T. Anziano to work with R. Iwasaki for review of talking points. R. McMillan and T. Anziano to coordinate and develop specific language for the monthly report. The TBPOC APPROVED giving the Department authority to negotiate CCO 208 in an amount not to exceed \$1.2 million. Defer this item to the TBPOC April 6, 2007 meeting. Need to notify external stakeholders and inform legislators. The Draft Action Plan currently reads as a 'how to' document. Needs to address the outreach message and include a message to prepare for an extended closure through Tuesday. The TBPOC APPROVED the use of the TBSRP fact sheet. PIO to take the lead on this.

(continued)

Items		Action
distribution as a handout by the TBPOC.		
5.	Update on Cameras Linked to Website	<ul style="list-style-type: none">• Defer this item to the TBPOC April 6, 2007 meeting.
6.	Other Business <ul style="list-style-type: none">• The Committee recognized the need for the TBPOC to make decisions in real time, but face-to-face, regular meetings are a preferred forum for most actions.<ul style="list-style-type: none">○ TBPOC conference calls should be about time-sensitive decisions to be made in real-time versus updated items.○ Agenda items such as nos. 3 and 4 above are examples of topics that should be presented in person instead of over a conference call.○ Conference calls should be used sparingly.	<ul style="list-style-type: none">• PMT/Program Development - Use TBPOC conference calls sparingly. Present issues face-to-face at regular meetings as much as possible.

Adjourned: 5:33 PM

APPROVED BY:

WILL KEMPTON, Director
California Department of Transportation

Date

JOHN F. BARNA, Jr., Executive Director
California Transportation Commission

Date

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 2c
Consent Calendar
Item- 2007 TBPOC Meeting Calendar

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

Approval

Discussion:

The PMT requests approval of the attached 2007 TBPOC Meeting Calendar. The calendar was revised to align the meetings with the TBPOC final review of the quarterly reports, and to respond to the Committee's desire to act on issues at regular, face-to-face meetings. The schedule retains meeting frequency at an average of every six weeks.

Attachment:

2007 TBPOC Meeting Calendar as of March 22, 2007

2007 TBPOC Meeting Calendar
(as of March 22, 2007)

JANUARY 2007				
MON	TUE	WED	THU	FRI
HOLIDAY 1	PMT 2	3	4	5
PMT 8	9	BATA OC 10	11	12
HOLIDAY 15	PMT 16	17	18	19
PMT 22	23	MTG 24	25	26
PMT 29	30	CTC 31		

1 - New Years Day Observed
15 - M L King Jr's Birthday

FEBRUARY 2007				
MON	TUE	WED	THU	FRI
			CTC 1	2
PMT 5	6	7	8	4 Final 9
HOLIDAY 12	4 Leg PMT 13	BATA OC 14	TBPOC Leg Up Sac 15	16
HOLIDAY 19	PMT 20	21	22	23
RM PMT 26	27	MTG CTC 28		

12 - Lincoln's Birthday
19 - Presidents Day

MARCH 2007				
MON	TUE	WED	THU	FRI
			1	2
PMT 5	6	BATA OC 7	8	9
PMT 12	13	CTC 14	CTC 15	16
PMT 19	20	21	22	23
CST PMT 26	27	MTG 28	29	HOLIDAY 30

30 - Cesar Chavez's Birthday

APRIL 2007				
MON	TUE	WED	THU	FRI
PMT 2	3	4	5	TBPOC Bay 6
PMT 9	10	BATA OC 11	12	13
PMT 16	17	18	19	20
PMT 23	24	MTG 25	CTC 26	27
PMT 30				

MAY 2007				
MON	TUE	WED	THU	FRI
	TBPOC Sac 1	2	3	4
PMT 7	8	BATA OC 9	10	1 Final 11
PMT 14	1 Leg 15	16	17	18
PMT 21	22	MTG 23	24	25
HOLIDAY 28	RM PMT 29	30	31	

28 - Memorial Day

JUNE 2007				
MON	TUE	WED	THU	FRI
				1
PMT 4	5	CTC 6	CTC 7	8
PMT 11	TBPOC Bay 12	BATA OC 13	14	15
PMT 18	19	20	21	22
CST PMT 25	26	MTG 27	28	29

JULY 2007				
MON	TUE	WED	THU	FRI
PMT 2	3	HOLIDAY 4	5	6
PMT 9	10	BATA OC 11	12	13
PMT 16	17	18	19	20
PMT 23	24	MTG CTC 25	CTC 26	27
PMT 30	31			

4 - Independence Day

AUGUST 2007				
MON	TUE	WED	THU	FRI
		1	TBPOC Sac 2	3
PMT 6	7	8	9	2 Final 10
PMT 13	2 Leg 14	15	16	17
PMT 20	21	22	23	24
RM PMT 27	28	29	30	31

SEPTEMBER 2007				
MON	TUE	WED	THU	FRI
HOLIDAY 3	PMT 4	5	6	7
PMT 10	BATA OC 12	12	13	14
PMT 17	18	CTC 19	CTC 20	21
CST PMT 24	25	MTG 26	TBPOC Bay 27	28

3 - Labor Day

OCTOBER 2007				
MON	TUE	WED	THU	FRI
PMT 1	2	3	4	5
HOLIDAY 8	PMT 9	BATA OC 10	11	12
PMT 15	16	17	18	19
PMT 22	23	MTG 24	25	26
PMT 29	TBPOC Sac 30	31		

8 - Columbus Day

NOVEMBER 2007				
MON	TUE	WED	THU	FRI
			1	2
PMT 5	6	CTC 7	CTC 8	3 Final 9
Veteran's Day 12	PMT 13	3 Leg BATA 14	15	16
PMT 19	20	21	HOLIDAY 22	HOLIDAY 23
RM PMT 26	27	MTG 28	29	30

9 - Veteran's Day
22, 23 - Thanksgiving Day and day after

DECEMBER 2007				
MON	TUE	WED	THU	FRI
PMT 3	4	5	6	7
PMT 10	TBPOC Bay 11	BATA CTC 12	CTC 13	14
PMT 17	18	MTG 19	20	21
	HOLIDAY 24	CST PMT 25	26	27
31				

25 - Christmas Day observed

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature & CTC
RM	Risk Management Briefing to PMT
CST	Corridor Schedule Team Briefing to PMT

PMT Meetings are held in the PIO Conference Room, 311 Burma Road, Oakland, 1:00 PM - 2:30 PM
TBPOC Meetings in Sacramento start @ 1:00 PM
TBPOC Meetings in the Bay Area start @ 10:00 AM

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 3a
Monthly Progress Report
Item- March 2007 Monthly Progress Report

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

For Information Only

Discussion:

For the record, the PMT approved the February 2007 Monthly Progress Report through delegated TBPOC authority on March 6, 2007.

TBPOC approval of the attached March 2007 Monthly Progress Report through their PMT representatives is anticipated during the week of April 2nd.

Attachment:

Draft March 2007 Monthly Progress Report

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007
FR: PMT:
Tony Anziano, Toll Bridge Program Manager, Caltrans
Andrew Fremier, Deputy Executive Director, BATA
Stephen Maller, Deputy Director, CTC
RE: Agenda No. - 4a
Program Issues
Item- 2007 East Span Strategic Plan

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

The PMT requests approval of the 2007 East Span Strategic Plan. The Plan includes the mission statement, goals, objectives, and action plans. A key component of this strategic plan is performance measures/indicators, which will enable the TBPOC to monitor program status.

Discussion:

This strategic planning process began in response to a request from the TBPOC and was guided by the PMT. On February 15, 2007, the PMT presented the Draft East Span Strategic Plan that outlined the goals and objectives to completing the San Francisco-Oakland Bay Bridge earlier than the current schedule of September 2013. In response to comments from the TBPOC, the Plan was revised to include action plans to achieve the following key goals:

- Accelerate schedule to seismic safety earlier than current schedule of September 2013;
- Maintain positive relationships, communications, and outreach with the public and stakeholders to ensure smooth implementation;
- Maintain fiscal responsibility while supporting schedule acceleration and deliver the program.

The PMT will present the East Span Strategic Plan during the TBPOC meeting scheduled for April 6, 2007.

Attachment(s):

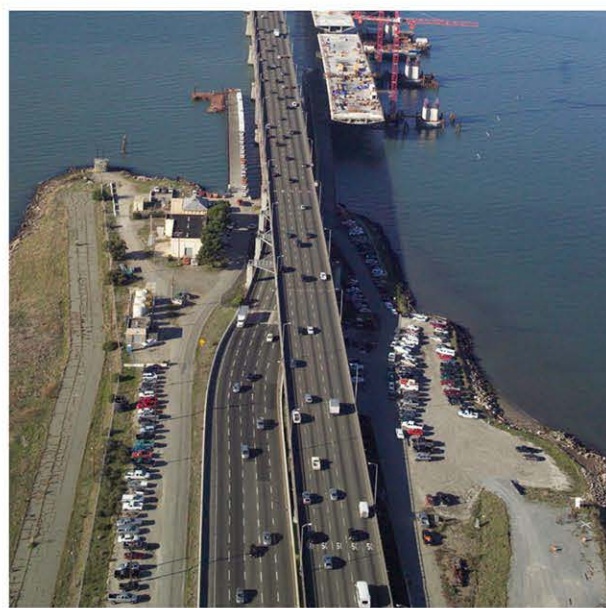
- 1) 2007 East Span Strategic Plan



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

2007 East Span Strategic Plan Briefing Document



April 2007

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EXECUTIVE SUMMARY

To Members of the Toll Bridge Oversight Committee,

The San Francisco-Oakland Bay Bridge (SFOBB), one of the three busiest bridges in the nation, serves as the most significant regional connection in the Bay Area, carrying an average of 280,000 vehicles a day. Noted as the most ambitious public works effort in California's history, the seismic retrofitting of the SFOBB, specifically the replacement of the East Span, poses significant challenges to those that are responsible for completing the bridge. The State of California Department of Transportation (Department), the Bay Area Toll Authority (BATA), and the California Transportation Commission (CTC), under the direction of the interagency Toll Bridge Program Oversight Committee (TBPOC), are charged with the challenge of delivering to the public a seismically safe bridge as expeditiously as possible, in a cost effective manner, with minimal disruption to the traveling public. The East Span Strategic Plan is intended to serve as a 'road-map' for activities in 2007 and the near future.

In short, we need to provide a seismically safe bridge as soon as possible, keep traffic flowing as major construction work progresses, while maintaining positive relationships and delivering the program within the current budget.

Without proactive planning, implementation, and evaluation, the East Span replacement of the SFOBB will not be completed in an earlier time frame than currently scheduled, within budget or with minimal disruptions to the public. We can expect media outcry on cost-overruns, schedule delays, and complaints from the public and legislators.

Our mission: Enhance the regional seismic safety and mobility of the traveling public through the accomplishment of the goals and objectives by expediting project/program delivery and ensuring efficient and effective use of public funds.

First, we plan to reach seismic safety as soon as technically possible through continuously identifying opportunities to compress the timeline and accelerate the schedule to seismic safety. The key to fulfilling this goal is to align the three project elements, Yerba Buena Island (YBI), the Self-Anchored Suspension (SAS), and the Oakland Touchdown. At the heart of 'leaving no stone unturned' in finding schedule compression opportunities is the development, planning, and implementation of the East Span Opportunity Schedule. The strategy we propose in opening the East Span in both directions earlier than the current schedule of September 2013 draws on diverse areas of the program--Construction, Design, Risk Management, and Corridor Scheduling. First, we are identifying, planning, and implementing opportunities to shorten the schedule that will allow us to deliver the East Span earlier than the currently approved schedule of September 2013. Rather than focus on reducing the schedule through incremental schedule changes, we are continuously identifying ways to compress the schedule and advance work forward, while reducing potential risks. We have identified items such as advancing of the foundation work for the Yerba Buena Island Transition Structure (YBITS) by adding the work to the detour contract. Early construction of this work significantly reduces risk both in terms of cost and potential delay to the East Span corridor schedule. In addition, we have identified as part of the West Tie-In design, the replacement of the YBI viaduct that will advance seismic safety for this portion of the East Span. Work on the YBI viaduct was originally scheduled for completion as part of YBITS in 2013 but now seismic safety on this portion of the bridge will be achieved as early as 2007.

We plan to engage and work with the contractors to identify additional opportunities to accelerate schedule for Yerba Buena Island, Self-Anchored Suspension (SAS), and Oakland Touchdown (OTD). For the SAS, we will discuss opportunities with the contractor to accelerate fabrication, temporary tower and cable system erection and load transfer. We will discuss opportunities for eastbound SAS to be ready to open to traffic earlier and eastbound YBI and OTD ready to open to traffic earlier.

In addition to identifying opportunities to accelerate and compress the schedule, we plan to simultaneously identify activities with higher potential to delay, thereby working against acceleration, and act to avoid delay. We will focus on critical elements of the SAS and YBI such as W2, work being done to prepare for fabrication (RFIs, RFCs, submittals, CCOs), YBI detour traffic switches, temporary towers, crane fabrication, and utilities coordination. We will continue development of specialized teams to work with the contractors to identify and solve potential conflicts.



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Second, we propose to maintain positive relationships, communications and outreach with the public and stakeholders to ensure smooth project implementation. The tools and organization to realize this goal are already in place--The Communications Plan approved in 2005 by TBPOC and the inter-agency Communications Partnership Team (CPT) comprised of the Department, BATA, and CTC staff. We have demonstrated success in maintaining positive relationships, communications, and outreach through multiple and highly complex outreach efforts such as the West Approach staged demolition and construction work over the 2006 Labor Day weekend. We continue to identify tools and innovate solutions to better communicate with the public. We launched a new definitive website providing up-to-date information for all Bay Bridge projects; a new newsletter, Bay Bridge News, distributed to over 5,000 subscribers in print and electronically, and E-Alerts providing timely information regarding upcoming major construction activities.

We will continue, maintain and develop positive relationships, communications, and outreach by proactively planning for major construction and outreach milestones, managing legislative issues as they arise, improving agency cooperation through the CPT and addressing project history and legacy of schedule and cost by being transparent and focusing on the future. We will place substantial effort around time management and agency cooperation/coordination critical to the success of conveying a consistent message to the public communicated by three agencies.

Third, we propose maintaining fiscal responsibility while supporting schedule acceleration and delivery of the program. We will focus on providing the resources needed to compress the schedule and accelerate time to seismic safety. This will be done by first managing the program contingency, the AB144 \$900 million amount of funds in reserve at the program level, through trend projection of contingency use. Cost of acceleration and other costs will be identified, projected, and monitored to ensure the project stays within the approved budget. Recognizing that accelerating the schedule may require additional resources, we will place substantial effort on identifying opportunities for cost savings in capital outlay support assuming earlier time to seismic safety and completion date.

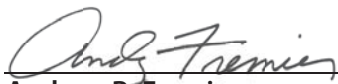
To summarize, the Program Management Team has drawn on diverse technical, non-technical, and management skills within the Department, BATA, and CTC to create a strategic plan for completing the East Span of the SFOBB. What has been a project delivering on its current milestones, on its current approved schedule is evolving into a project that 'pushes the envelope' to deliver and achieve seismic safety of the SFOBB earlier than the current schedule by continuously improving and challenging standard practices. We believe by achieving the three goals of *accelerating the schedule to seismic safety, maintaining positive relationships, communications, and outreach, and maintaining fiscal responsibility to deliver the program*, through these means, we will ultimately enhance regional seismic safety and mobility of the traveling public through the completion of the SFOBB.

As we progress, we will continue to keep you informed on a monthly basis on how we are performing against the opportunity schedule, maintaining positive relationships, and maintaining fiscal responsibility. Your continued support and direction of the SFOBB is critical to the success of the program.

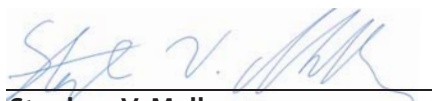
Toll Bridge Program Management Team



Tony Anziano
Toll Bridge Program Manager
Department of Transportation



Andrew B. Fremier
Deputy Executive Director
Bay Area Toll Authority



Stephen V. Maller
Deputy Director
California Transportation Commission



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INTRODUCTION

The East Span Strategic Plan will be used to guide decision-making, development activities, and program delivery. This strategic planning process began in response to a request from the TBPOC and was guided by the PMT. On February 15, 2007, the PMT presented the Draft East Span Strategic Plan that outlined the goals and objectives to completing the San Francisco-Oakland Bay Bridge earlier than the current schedule of September 2013. In response to comments from the TBPOC, the Plan was revised to focus on three key goals:

- Accelerate schedule to seismic safety earlier than current schedule of September 2013;
- Maintain positive relationships, communications, and outreach with the public and stakeholders to ensure smooth implementation;
- Maintain fiscal responsibility while supporting schedule acceleration and deliver the program.

The East Span Strategic Plan includes a mission statement, goals, objectives, and action plans for achieving these goals and objectives. A key component of this strategic plan is performance measures/indicators, which will enable the TBPOC to monitor program status.

Developing the Plan

To drive effective implementation, the PMT collected information and perspectives from senior managers, middle managers, and staff from Caltrans, BATA, and CTC, and obtained consensus through a planning workshop and meetings. Caltrans, BATA, and CTC intend to inform the TBPOC on performance through actions plans and performance measures; refining plans periodically to meet internal and external factors.

Action Plans: The Roadmap

Caltrans, BATA, and CTC used a multi-step approach for developing actions plans for the strategic plan which involved identifying critical success factors for each objective; mapping current or planned initiatives against the critical success factors, and identifying additional actions required to achieve the objectives. The action plans include a range of strategic activities for technical, management, and program support functions. Action plans will be used as a roadmap for identifying priority initiatives, planning and managing projects, and tracking progress toward goals and objectives. Plans will be used in formulating and rationalizing budget requests, identifying dependencies among related projects, and managing staffing and other resource requirements.

Progress Reporting

The PMT plans to use the East Span Strategic Plan to guide internal planning and management practices and enhance support to the TBPOC. The PMT plans to review implementation of the strategic plan by tracking progress against action plans and update and modify as necessary. We plan to link the budget to the goals, objectives, and action plans identified in the Plan. The supporting strategic performance measures will enable the TBPOC to track performance in key areas related to time/seismic safety, public relations, and financial management. We plan to proactively communicate performance levels to the TBPOC and staff on a monthly/quarterly basis.

MISSION, GOALS AND OBJECTIVES

Our Mission is to enhance the regional seismic safety and mobility of the traveling public through the accomplishment of the goals and objectives by expediting project/program delivery and ensuring efficient and effective use of public funds.

SFOBB Goal

Open East Span to traffic in both directions earlier than the current schedule of September 2013.

GOAL 1 Accelerate schedule to seismic safety earlier than current schedule of September 2013	O1.1 PLAN O1.1.1 - Continuously identify activities with higher potential to accelerate O1.1.2 - Continuously identify activities with higher potential to delay, thereby working against acceleration, and act to avoid delay
	O1.2 IMPLEMENT Act to engage acceleration activities and identify who is responsible for individual activity
	O1.3 EVALUATE Monitor current approved schedule status against the opportunity schedule
GOAL 2 Maintain positive relationships, communications and outreach with the public and stakeholders to ensure smooth implementation	O2.1 – Improve time management (planning time, defining priorities, organizing/coordinating resources)
	O2.2 – Proactively manage legislative issues (access/timing)
	O2.3 – Improve agency cooperation
	O2.4 – Address history, legacy of schedule and cost by being transparent and focusing on the future
	O2.5 – Develop a strategy on how to break a story
GOAL 3 Maintain fiscal responsibility while supporting schedule acceleration and delivery of the program	O3.1 – Manage program contingency through trend projection of contingency use
	O3.2 – Stay within approved budget; Improve communication tools to track, monitor, and report budget status
	O3.3 – Identify opportunities for Capital Outlay Support (COS) cost savings



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ACTION PLAN

GOAL 1: Time/Seismic Safety

Accelerate schedule to seismic safety earlier than current schedule of September 2013

OBJECTIVES	ACTIONS	MEASURE/ INDICATOR	TEAM
O1.1 PLAN			
O1.1.1 Continuously identify activities with higher potential to accelerate			
O1.1.1.1 Identify items that can be taken off critical path .1 OTD – Move large amounts of OTD work forward	O1.1.1.1 .1 Redefine an early OTD contract, place as much OTD work as possible on it, and complete early	O1.1.1.1 .1 Acceptance of idea Progress of PS&E Dates for advertisement, award Construction Progress	CT, BATA, CTC, Design, Construction
O1.1.1.2 Engage and work with contractor to identify opportunities to accelerate schedule (SAS, YBI, OTD)	O1.1.1.2 Meet with contractor to discuss opportunities to: .1 Accelerate to fabrication .2 Accelerate fabrication .3 Accelerate cable system erection and load transfer .4 E/B SAS ready to open to traffic earlier .5 E/B YBI and OTD ready to open to traffic earlier	O1.1.1.2 Acceptance of ideas; Changes to opportunity schedule to reflect ideas .1 to .5 – Work plans to implement ideas	CT, BATA, CTC, Design, Construction
O1.1.2 Continuously identify activities with higher potential to delay and act to avoid delay			
O1.1.2.1 (SAS & YBI) Do not let W2 delay project	O1.1.2.1 .1 Develop specialized team; .2 Optimize work across multiple contracts by proactively engaging ABF and other YBI contractors to fully communicate means and methods plans .3 Identify and solve potential conflicts	O1.1.2.1 .1 Team in place; Occurrence of meetings/minutes; .2 Progress of meetings, review of means and methods (including schedule), identification of potential conflicts, development of acceptable solution plan; .3 Acceptance of plan; CCOs if necessary; Construction progress	CT, BATA, CTC, Construction, ABF, YBI contractors, likely Design, YBI stakeholders



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OBJECTIVES	ACTIONS	MEASURE/ INDICATOR	TEAM
O1.1.2 Continuously identify activities with higher potential to delay and act to avoid delay (continued)			
O1.1.2.2 (SAS) Do not let RFIs, RFCs, submittals, CCOs delay project	O1.1.2.2 See O1.2.1 under IM- PLEMENT "Accelerate TO fabrication"	O1.1.2.2 See O1.2.1 under IM- PLEMENT "Accelerate TO fabrication"	CT, BATA, CTC, Design, Const., METS, ABF/Subs (e.g. shop drawings, QC sub) ZPMC, TYLin, PB/HNTB/Subs
O1.1.2.3 (YBI/South-South Detour) Do not let YBI Detour switches delay project (fall 2007, spring 2009)	O1.1.2.3 .1 Further develop specialized teams .2 Move work forward when possible .3 Work proactively with contractor and subs .4 Develop highly planned switching scenario(s).	O1.1.2.3 .1 Fully mobilized team; Progress of design to satisfy CCO requirements; Progress and completion of CCOs; Completion of design; Progress of shop drawings, weld trials, fabrication and other related items .2 Construction progress .3 Communicate routinely with contractor and subs/ Feedback from contractor; Terms of agreement with contractor	CT, BATA, CTC, Design, construction, METS, CCM and other subs, ZPMC, TYLin, PB
O1.1.2.4 (SAS) Do not let temporary towers (technical issues) delay project	O1.1.2.4 .1 Work with ABF and subs to continue to proactively draw issues forward and solve quickly	O1.1.2.4 .1 Feedback from contractor; fully mobilized team; complete design; CCOs; shop drawings; weld trials fabrication; construction progress	CT, BATA, CTC, Design, Const., METS, ABF/SubsTYLin, SSPPR
O1.1.2.5 (SAS) Do not let crane delay project	O1.1.2.5 .1 Check schedule with contractor .2 Consider terms of acceleration	O1.1.2.5 .1 Contractor's feedback .2 Terms of pullback; potential CCO	CT, BATA, CTC, Construction, ABF and subs
O1.1.2.6 (all contracts) Do not let utilities coordination delay project	O1.1.2.6 .1 Create specialized team .2 Develop optimized plan, finalize plan, and implement ASAP	O1.1.2.6 .1 Team in place .2 Progress of plan, CCOs, PS&E changes, construction progress	CT, BATA, CTC, Construction, Design, TYLin-MN, PB, contractors, multiple outside stakeholders



OBJECTIVES	ACTIONS	MEASURE/ INDICATOR	TEAM
O1.2 IMPLEMENT			
Act to engage acceleration activities and identify who is responsible for individual activity			
O1.2.1 Accelerate TO fabrication	O1.2.1 Expedite and monitor: .1 RFIs .2 RFCs .3 Submittals .4 CCOs .5 Prefabrication trials.	O1.2.1 .1, .2, .3, .4 Turnaround times .3 Approval/rejection rates .5 Weld trial teams full staffed and mobilized	CT, BATA, CTC, Design, Const., METS, ABF/Subs (e.g. shop drawers, QC sub) ZPMC, TYLin, PB,HNTB,Subs
O1.2.2 Accelerate fabrication	O1.2.2 Expedite fabrication production on large number of production pieces	O1.2.2 Decision from contractor if willing to take opportunity/risk. If yes, agree on terms and conditions Complete CCOs, production rates	CT, BATA, CTC, ABF, ZPMC, Construction, METS
O1.2.3 Accelerate cable system erection and load transfer	O1.2.3. Expedite and monitor: .1 Cable erection .2 Load transfer	O1.2.3 Decision from ABF and subs, completed CCOs	CT, BATA, CTC, ABF and subs, Construction
O1.2.4 Make E/B SAS ready to open to traffic earlier than current contract schedule	O1.2.4 Complete selected work planned prior to E/B open following E/B open behind designed lane closures	O1.2.4 Decision from contractor on idea, changes to YBI and OTD to acceleration to match, then CCOs. Complete CCOs, production rates	CT, BATA, CTC, Design, Const, METS, ABF/subs, ZPMC
O1.2.5 Make E/B YBI & OTD ready to open to traffic earlier than current corridor schedule	O1.2.5 Develop and implement combination of moving forward, simplifying or completing after opening work on YBI and OTD	O1.2.5 Consensus on feasibility, changes to PS&E, Award or CCO (progress), construction progress	CT, BATA, CTC, Design, Const, YBI stakeholders,, YBI and OTD contractors

OBJECTIVES	ACTIONS	MEASURE/ INDICATOR	TEAM
O1.3 EVALUATE Monitor current schedule status against the opportunity schedule			
O1.3.1 SAS	O1.3.1 Develop 'dashboard' to monitor and report on progress against the opportunity schedule	O1.3.1 Monthly or quarterly report to TBPOC	CT, BATA, CTC (PMT)
O1.3.2 YBI	O1.3.2 Develop 'dashboard' to monitor and report on progress against the opportunity schedule	O1.3.2 Monthly or quarterly report to TBPOC	CT, BATA, CTC (PMT)
O1.3.3 OTD	O1.3.3 Develop 'dashboard' to monitor and report on progress against the opportunity schedule	O1.3.3 Monthly or quarterly report to TBPOC	CT, BATA, CTC (PMT)

GOAL 2: Relationships, Communications, and Outreach

Maintain positive relationships, communications, and outreach with the public and stakeholders to ensure smooth implementation

OBJECTIVES	ACTIONS	MEASURE/ INDICATOR	TEAM
O2.1 Time management Planning time, defining priorities, organizing resources	O2.1 Identify milestones, prioritize tasks according to importance and urgency, identify/coordinate resources to implement	O2.1 Synchronized work effort	Communications Partnership Team (CPT)
O2.2 Proactively manage legislative issues by making the Governor our "pal." (access/timing)	O2.2 Develop tour/press invitation	O2.2 Completed Tour	Communications Partnership Team (CPT)
O2.3 Improve agency cooperation	O2.3 Increase communications between individuals on the CPT; identify ways to streamline communication	O2.3 Increased productivity for CPT	Communications Partnership Team (CPT)
O2.4 Address history, legacy of schedule and cost by being transparent and focusing on the future	O2.3 Develop internal fact sheet (*BSA web) Develop talking points (external)	O2.3 Internal Fact Sheet Talking points	Communications Partnership Team (CPT)
O2.5 Develop a strategy on how to break a story	O2.5 Coordinate agencies to plan for and identify milestones, manage time, and promote External coordination	O2.5 Action Plan	Communications Partnership Team (CPT)



GOAL 3: Finance**Maintain fiscal responsibility while supporting schedule acceleration and delivery of the program**

OBJECTIVES	ACTIONS	MEASURE/ INDICATOR	TEAM
O3.1 Manage program contingency through trend projection of contingency use	O3.1 Identify trend, costs of acceleration and other costs Formalize finance group	O3.1 Cost Benefit Analysis Roles and Responsibilities of Finance Group	Finance Team
O3.2 Stay within approved budget; Improve communication tools to track, monitor, and report budget status	O3.2 Develop internal communications protocol between agencies related to finances Develop internal trend report	O3.2 Communications Protocol for Finance Internal Trend Report	Finance Team
O3.3 Identify opportunities for Capital Outlay Support (COS) cost savings	O3.3 Develop COS/forecast updates Identify COS trend, costs of acceleration and other costs Communicate to PMT at quarterly RMT meetings	O3.3 Capital Outlay Support trend Quarterly RMT briefing to PMT identified on agenda/calendar	Finance Team RMT/ Finance Team



APPENDIX
Draft Concept of Program Summary Report



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1. STATUS UPDATE - 4/2/2007

Month's Highlights:

(Ref: TBSRP and RM1, Monthly Progress Report, January 2007 Draft)

Goal 1: Schedule to Seismic Safety

- ✓ Current Schedule vs. Opportunity Schedule
- ✓ bullet 2

Goal 2: Communications and Outreach

- ✓ bullet 1
- ✓ bullet 2

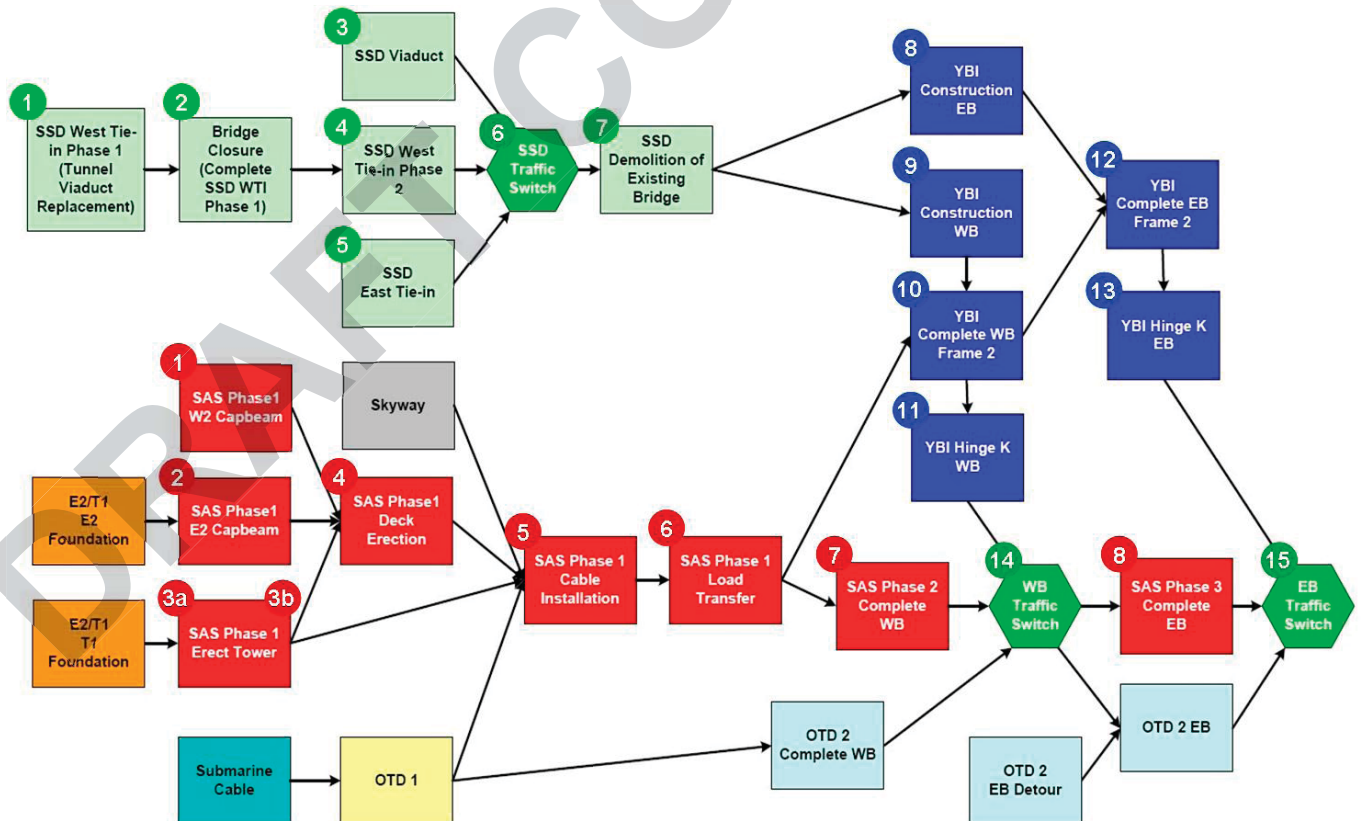
Goal 3: Finance

- ✓ Capital Outlay Support Budget
- ✓ bullet 2

Request for TBPOC Action(s):

- ✓ TBSRP Strategic Plan (Approval)
- ✓ Protocol for Program Schedule Forecast Changes (Approval)
- ✓ Dumbarton/Antioch – TBPOC Role (Information)
- ✓ 2007 Legislative Update Meeting Preparations (Information)

2. EAST SPAN INTERDEPENDENCIES





3. YERBA BUENA ISLAND - CURRENT vs. OPPORTUNITY SCHEDULE

CURRENT SCHEDULE

Description (Date)

SSD West Tie-in
Phase 1 (Tunnel Via-
duct Replacement)

1



SSD West Tie-in
Phase 1 (Tunnel Via-
duct Replacement)

1



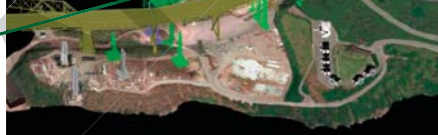
Bridge Closure (Com-
plete SSD
WTI Phase 1)

2



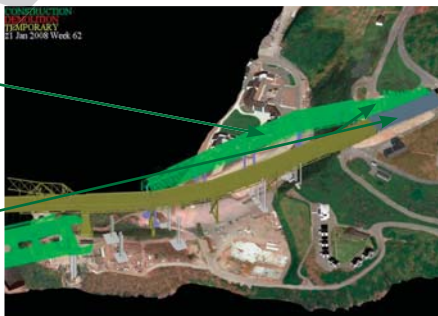
SSD Viaduct

3



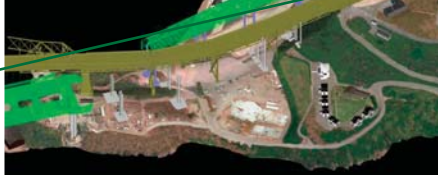
SSD Viaduct

3



SSD West Tie-in
Phase 2

4



OPPORTUNITY SCHEDULE

Description (Date)

SSD West Tie-in
Phase 1 (Tunnel Via-
duct Replacement)

1



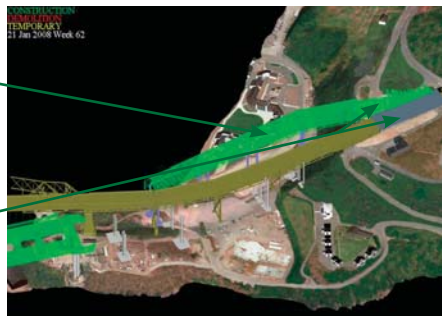
SSD West Tie-in
Phase 1 (Tunnel Via-
duct Replacement)

1



SSD Viaduct

3



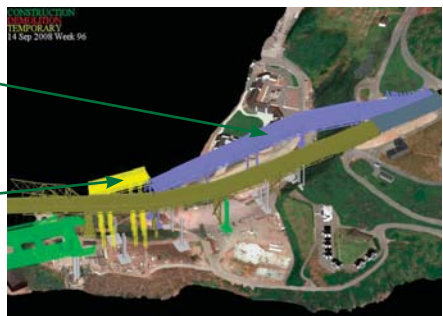
SSD West Tie-in
Phase 2

4



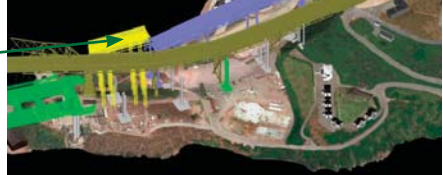
SSD Viaduct

3



SSD East Tie-in

5



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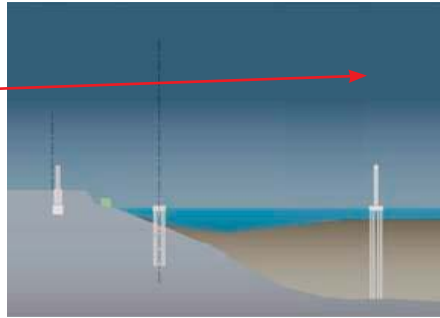
4. SELF ANCHORED SUSPENSION - CURRENT vs. OPPORTUNITY SCHEDULE

CURRENT SCHEDULE

Description (Date)

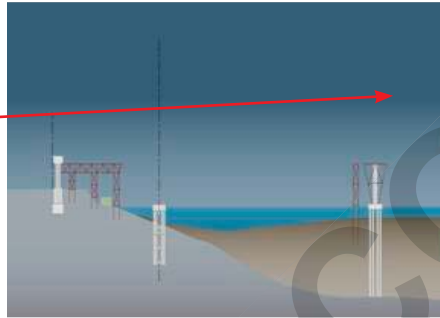
SAS Phase 1 W2 Capbeam

1



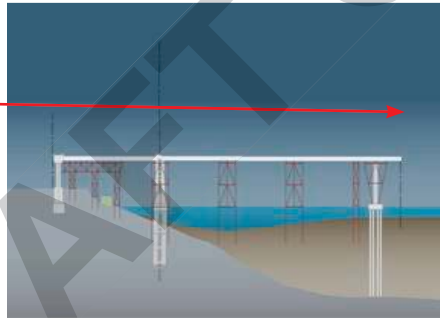
SAS Phase 1 W2 Capbeam

1



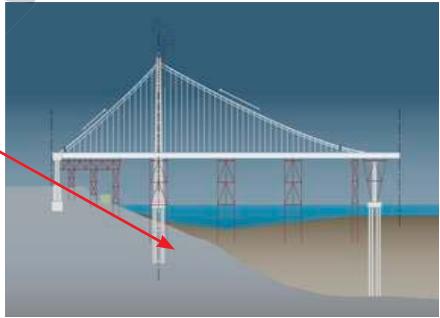
SAS Phase 1 E2 Capbeam

2



SAS Phase 1 Erect Tower

3a

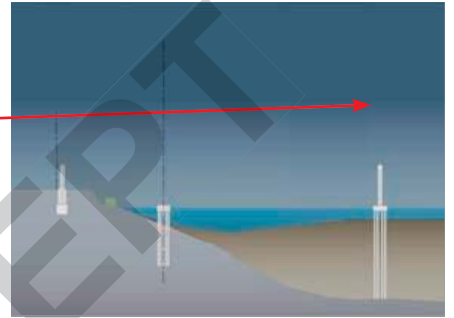


OPPORTUNITY SCHEDULE

Description (Date)

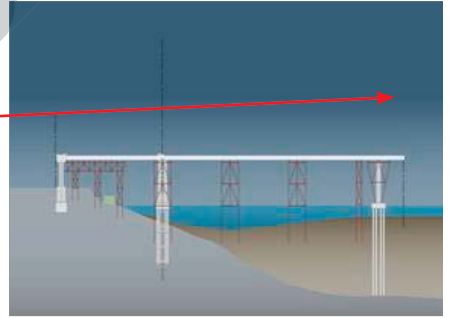
SAS Phase 1 W2 Capbeam

1



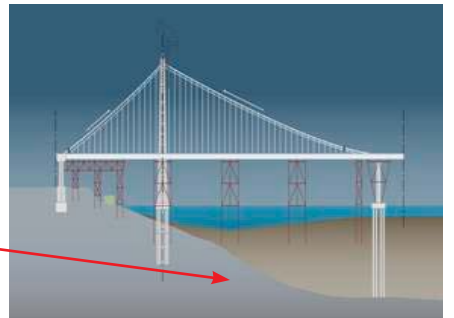
SAS Phase 1 W2 Capbeam

1



SAS Phase 1 Deck Erection

4



SAS Phase 1 Erect Tower

3b



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5. OAKLAND TOUCHDOWN - CURRENT vs. OPPORTUNITY SCHEDULE

CURRENT SCHEDULE

Description (Date)

OTD 1

1



OTD 1

1



OTD 2
Complete WB

2



OTD 2 EB

4



OPPORTUNITY SCHEDULE

Description (Date)

OTD 1

1



OTD 1

1



OTD 2
EB Detour

3



OTD 2 EB

4



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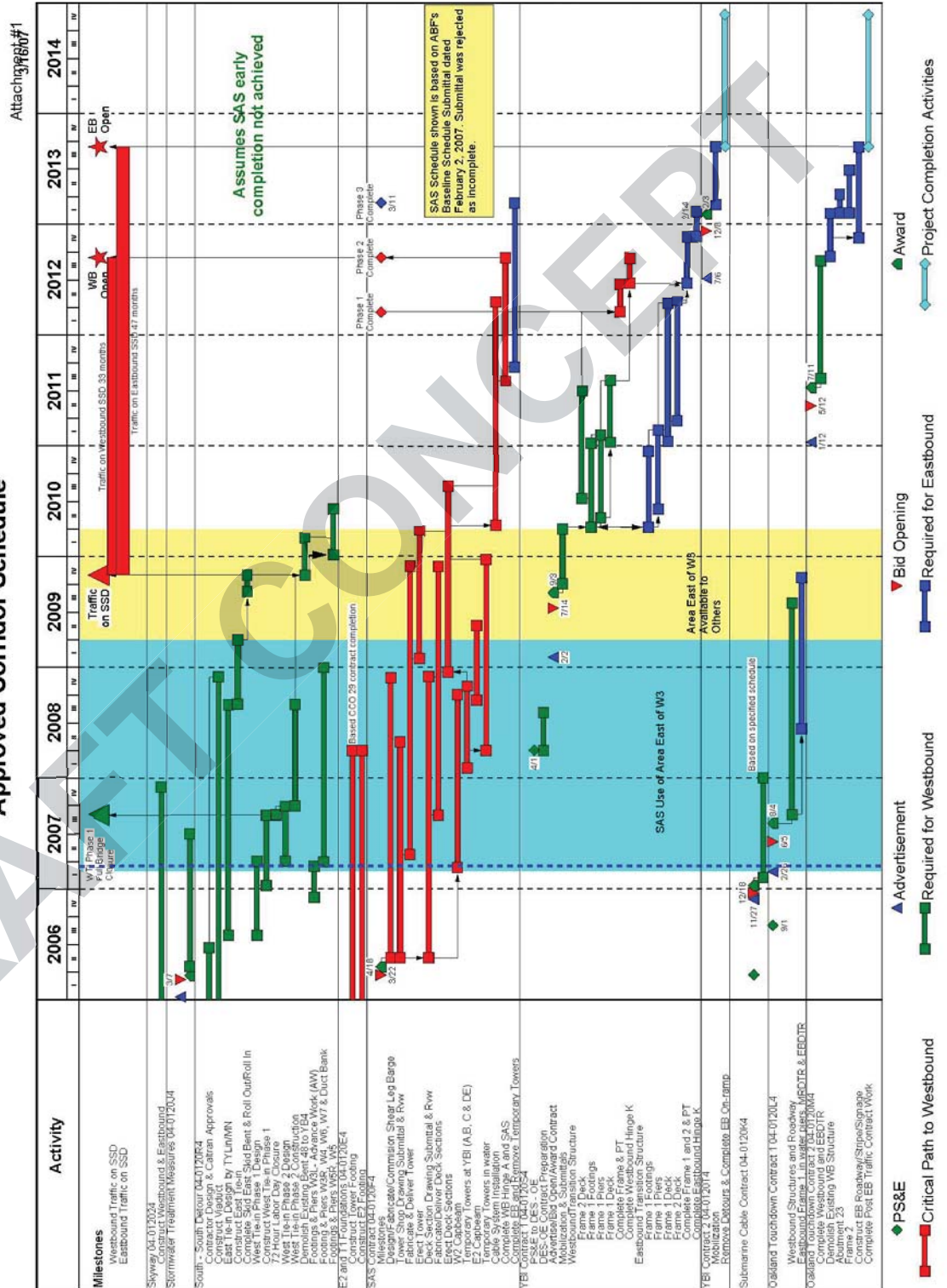
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6. CURRENT SCHEDULE

1st Quarter Report (DATE HERE), Toll Bridge Seismic Retrofit Program

SFOBB - East Span Seismic Safety Project Approved Corridor Schedule



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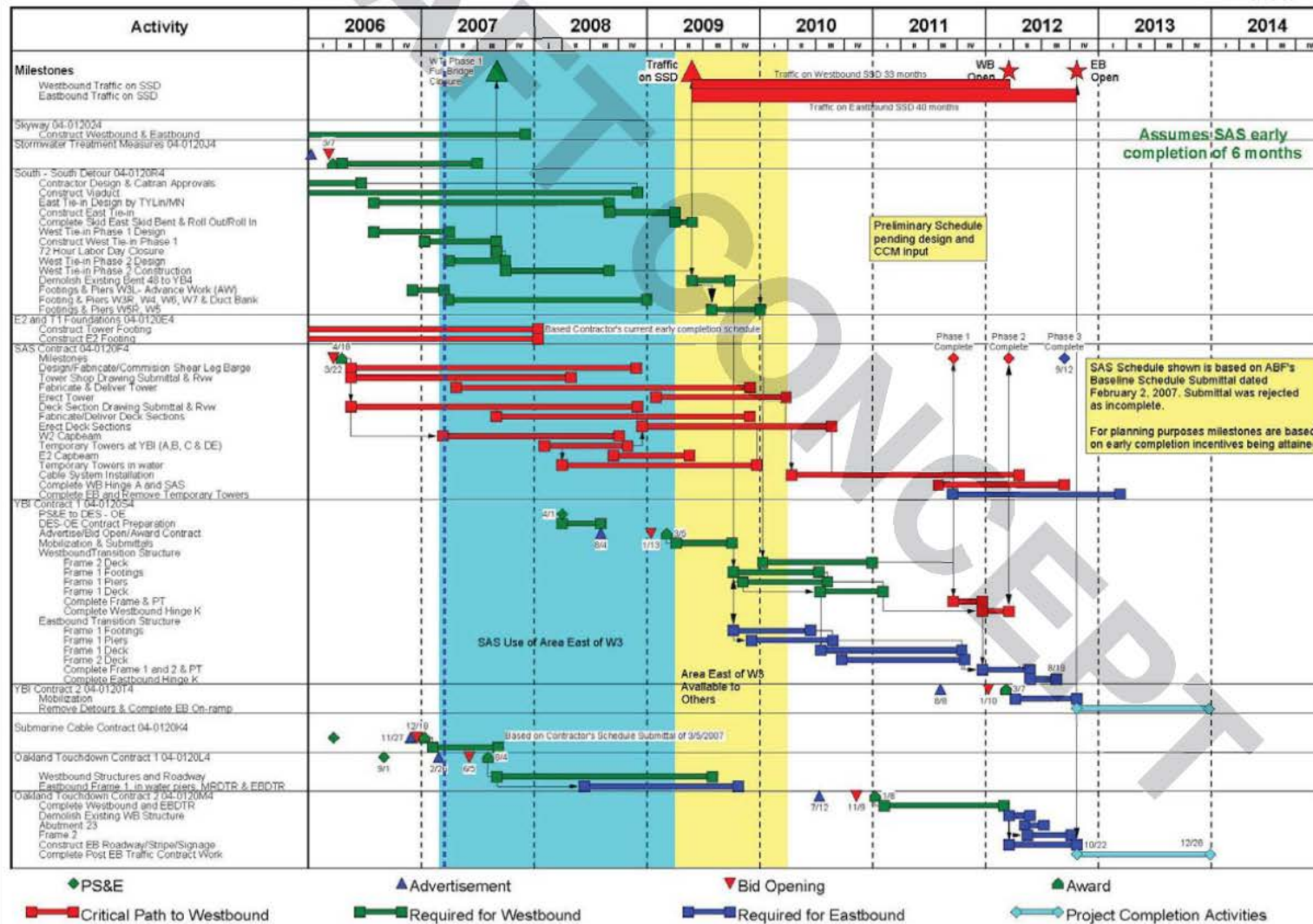
Program Summary Report

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7. OPPORTUNITY SCHEDULE

SFOBB - East Span Seismic Safety Project Opportunity Schedule

Attachment #2
3/16/07

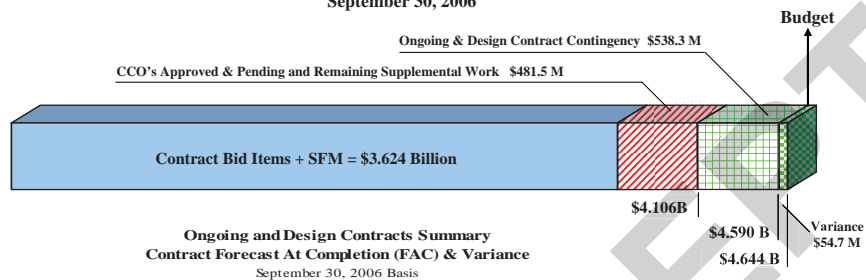




8. BUDGET STATUS - CAPITAL OUTLAY

As of January 1, 2007

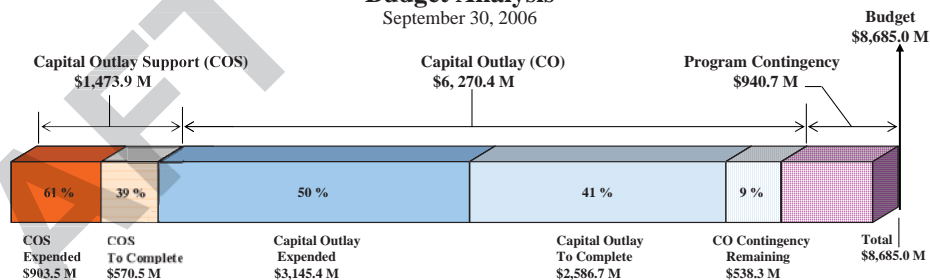
TBSRP Ongoing and Design Contracts Summary Budget Analysis September 30, 2006



Contract Bid Items	\$	3,586,589,517
State Furnished Materials (SFM)	\$	37,922,081
Subtotal	\$	3,624,511,598
Supplemental Work Remaining	\$	112,519,321
CCO's		
CCO's (Approved (424) + Pending (107) = Total (531))	\$	357,734,420
CCO's = or > \$1Million Pending POC's approval (05)	\$	11,212,391
Subtotal	\$	4,105,977,730
Ongoing and Design Contract Contingency	\$	538,271,370
Total	\$	4,644,249,100
Variance (Total - Current Budget)	\$	54,689,100
Total Current Ongoing and Design Contract Budget	\$	4,589,540,000

Confidential Draft – For Deliberative Purpose Only

Toll Bridge Seismic Retrofit Program Budget Analysis September 30, 2006



Toll Bridge Seismic Retrofit Program Budget Forecast At Completion (FAC) & Variance Third Quarter 2006 Report Basis

Capital Outlay Support	
Capital Outlay Support Expended	\$ 903,451,876
Capital Outlay Support To Complete	\$ 570,448,124
Total Capital Outlay Support	\$ 1,473,900,000
Capital Outlay	
Capital Outlay Expended	\$ 3,145,371,958
Capital Outlay To Complete	\$ 2,586,756,672
Capital Outlay Contingency Remaining	\$ 538,271,370
Total Capital Outlay	\$ 6,270,400,000
Program Contingency	\$ 940,700,000
Total Toll Bridge Seismic Retrofit Program	\$ 8,685,000,000
Variance (Total - Current Budget)	-
Total Toll Bridge Seismic Retrofit Program Budget	\$ 8,685,000,000
Reported Total In 3rd Quarter 2006 TBSRP Report	\$ 8,685,000,000

Confidential Draft – For Deliberative Purpose Only



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS

BAY AREA TOLL AUTHORITY

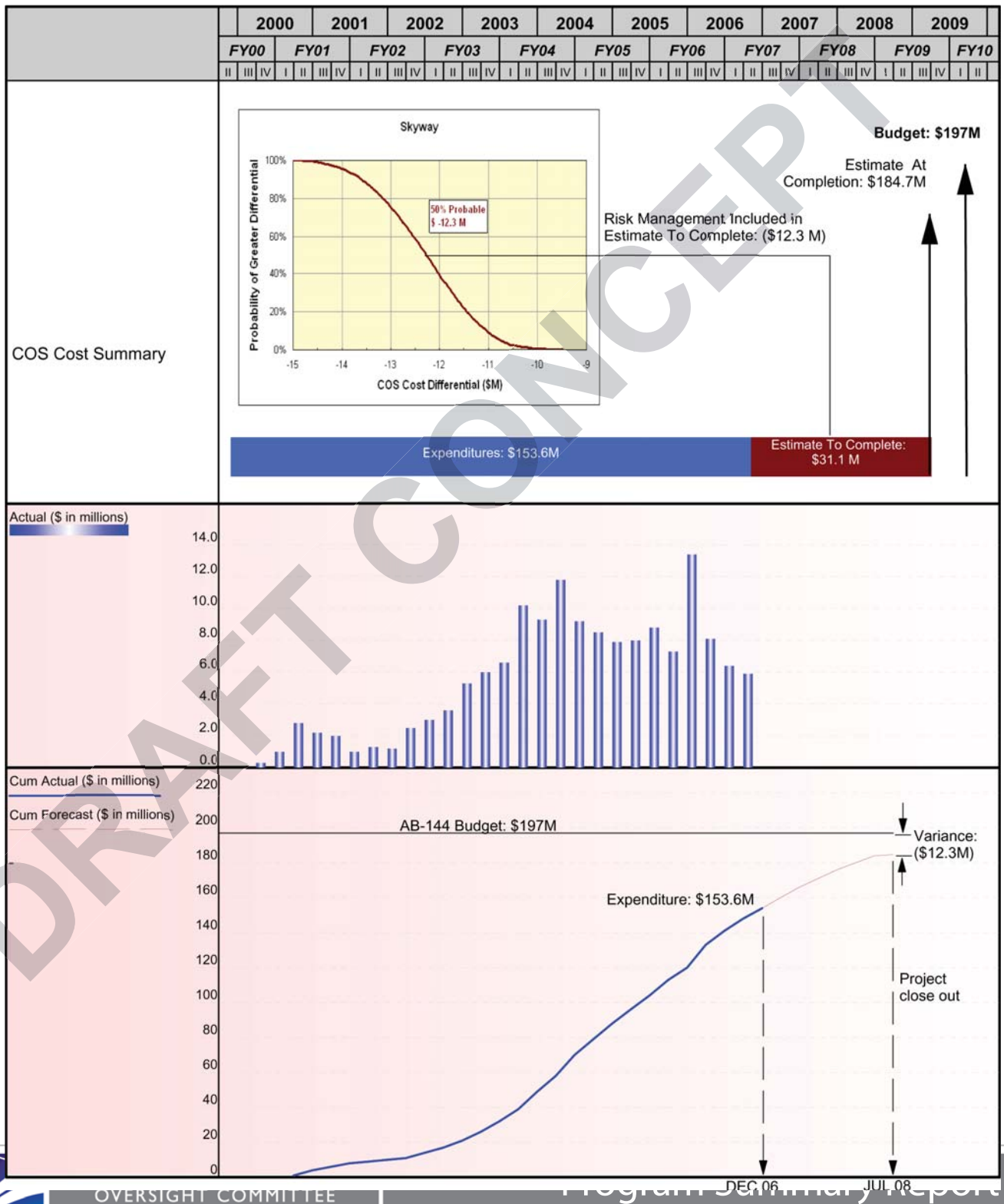
Program Summary Report

CALIFORNIA TRANSPORTATION COMMISSION



9. BUDGET STATUS - CAPITAL OUTLAY SUPPORT

As of January 1, 2007



OVERSIGHT COMMITTEE

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION



10. TBPOC DECISIONS TO DATE

Date	Decision
10/25/06	Richmond-San Rafael Bridge SRP – Approval to change approved budget with a transfer of \$89 million in project cost savings to the SRP contingency.
7/27/06	Monthly Progress Reports – Approval authority to PMT members to approve the monthly progress reports starting with the August 2006 Monthly Progress Report after appropriate reviews by the TBPOC.
7/27/06	Protocol for Program Budget Forecast Changes – Approval of protocol for revisions to forecast cost data for Quarterly Report.
6/29/06	PS&E – approval of Plans Specifications and Estimate. Approved through the PMT.
3/23/06	BATA Adoption of Seismic Budget – Approval of draft memorandum and resolution.
3/23/06	Bay Bridge Website – Approval to launch the Bay Bridge Website.
3/23/06	TBPOC April 20 Meeting – Suggestion to move the April 20 meeting in Sacramento to April 18 which may coincide with the SAS contract award in San Francisco.
2/23/06	Bay Bridge Communications Alternate Media Spokespersons – Approval of memo regarding alternate media spokesperson.
2/23/06	Small Business/DVBE Requirements – Approval to meet with local business representatives.
2/23/06	BATA/Caltrans Co-op Agreement – Approval to delegate to the Department and BATA approval of the co-op agreement.
12/29/05	Carquinez Bridge Demolition – Approval for district Director Sartipi to work with the Crockett officials on the “Retirement of the Bridge Event.”
11/21/05	SFOBB East Span Joint Test Funds – Approval to pay back the RM1 Program for use of RM1 funds to test reliability of the joint design under high traffic volumes on the I-80 approach to the Carquinez Bridge.
11/21/05	Bay Bridge Identity Logo – Approval for use on the website and on stationery, but for any other use, especially in paid public information campaigns, future TBPOC approval is required.
11/21/05	Resources for CTC – Approval to hire 2.5 PY’s immediately.
10/28/05	Agreement on Committee Procedures – Approval of the agreement that outlines the roles and responsibilities for the committee members in carrying out the work of the TBPOC.
10/28/05	PMT – approval of the structure and membership of the PMT.
8/24/05	Richmond-San Rafael Bridge – Approval to proceed with negotiations on outstanding claims for a not-to-exceed amount as discussed.



Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4b
Program Issues
Item- Pre-Existing Program Obligations

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

For Information Only

Discussion:

The Department will provide an update on pre-existing program obligations.

Attachment(s):

No attachments.

Memorandum

TO: Toll Bridge Program Oversight Committee **DATE:** April 3, 2007
(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4c
Program Issues
Item- Update on Cameras Linked to Web-Site

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

For Information Only

Discussion:

The Department will provide an update on cameras linked to the web-site.

Attachment(s):

No attachments.

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Bart Ney, Caltrans Public Information Officer

RE: Agenda No. - 5a, 1
San Francisco-Oakland Bay Bridge Updates

ITEM: Yerba Buena Island
Labor Day Outreach Action for YBI Viaduct Replacement

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

For Information Only

Discussion:

The Yerba Buena Island (YBI) South-South Detour Contract (SSD) will construct a 1/3-mile long temporary detour from the YBI tunnel to the existing east span of the Bay Bridge, allowing traffic to be maintained on the existing east span while the permanent YBI Transition structure is being constructed to connect the Self-Anchored Suspension (SAS) span to the YBI tunnel. The SSD consists of four major components, the first of which involves the removal and replacement of the existing YBI Viaduct, requiring a full closure of the San Francisco Oakland Bay Bridge. This closure is currently proposed for Labor Day Weekend 2007. An extensive outreach effort has been planned, enhanced in scope and geographic reach compared to the effort over Labor Day Weekend 2006 West Approach. The YBI Viaduct Replacement Public Message, including talking points and the Outreach Action Plan will be presented for approval. Final talking points and messaging will be revised to remain current with the latest construction information as the Labor Day Weekend approaches. Actual hours of construction should not be published until they are confirmed with Caltrans construction.

Attachment(s)

- 1) YBI Viaduct Replacement, Public Message, Labor Day Weekend 2007
- 2) YBI Viaduct Replacement, Stakeholder and Media Outreach Action Plan, Labor Day Weekend 2007



YERBA BUENA ISLAND VIADUCT REPLACEMENT

PUBLIC MESSAGE

Labor Day Weekend 2007

Over Labor Day weekend in 2007 the San Francisco – Oakland Bay Bridge will be closed in both eastbound and westbound directions to facilitate crucial seismic retrofit work. The westbound viaduct that approaches the Yerba Buena Island tunnel originally constructed in 1934 will be completely demolished and replaced with a new seismically resilient structure that will have a 150 year life span.

Although this closure period is similar to the one used for previous work performed on the West Approach last year this operation is different. It will require the demolition of the 350-foot long existing Yerba Buena Island viaduct, clean up of 6000 tons of demolition rubble and placement of the new viaduct. Once the operation is begun it must be completed before traffic can be safely allowed back on the bridge.

The TBPOC has prepared and is refining a regional traffic plan with contingencies should this closure need to continue beyond the Labor Day weekend. Because the nature of this work will not allow the bridge to be reopened after the operation has begun motorists are strongly advised to be prepared to continue to use alternate transportation methods in the event that unanticipated circumstances require the bridge to remain closed. You can stay informed on the progress of this work by visiting www.baybridgeinfo.org, using the 511 information system or calling the Bay Bridge Project hotline at (510) 286-7167.



STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

YERBA BUENA ISLAND VIADUCT REPLACEMENT

FOR NEW EAST SPAN

Labor Day Weekend, August 31 - September 4, 2007

OVERVIEW

This report outlines the proposed outreach elements that will be implemented to inform stakeholder entities and the public about upcoming work on the Yerba Buena Island Viaduct Replacement, as part of the Bay Bridge Seismic Safety Projects. The outreach effort for this operation will build upon the successes and lessons learned from the previous operations on the West Approach requiring full lower deck closures of the Bay Bridge. Because the upcoming closures involve both upper and lower decks (eastbound and westbound directions), outreach efforts will be broadened in scope and geography for the upcoming closure. Going beyond past efforts, Caltrans will expand coordination with East Bay cities and counties, conduct advance planning with event venues, increase the distribution of information to statewide audiences, and target Labor Day Weekend travelers into and out of the Bay Area.



Digital rendering of YBI Viaduct replacement structure

YBI VIADUCT REPLACEMENT
DRAFT STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

SECTION ONE

CRITICAL TALKING POINTS

Closure Overview

On Labor Day weekend 2007 the San Francisco – Oakland Bay Bridge will be closed in both eastbound and westbound directions to facilitate crucial seismic retrofit work.

The westbound viaduct that approaches the Yerba Buena Island (YBI) tunnel originally constructed in 1934 will be completely demolished and replaced with a new seismically resilient structure that will have a 150 year life span.

Although the closure period is similar to previous work performed on the West Approach last year this operation is different. It will require the demolition of the existing viaduct, clean up of the resulting demolition rubble and placement of the new viaduct. Once the operation is begun it must be completed before traffic can be allowed back on the bridge.

The new viaduct will be constructed south of the bridge atop a moveable falsework system. Once traffic is taken off of the bridge and the existing viaduct is demolished and cleaned up, then tracks will be laid across the lower deck and the new viaduct will be rolled into position.

Caltrans has estimated that this work can be completed during the 3-day closure over the Labor Day weekend. Because the nature of this work does not allow for a contingency reopening of the bridge motorists are strongly advised to plan to use alternate routes and transportation on Tuesday, as the Bay Bridge may not be available due to unforeseen circumstances.

The Bay Bridge project team expects to conclude this construction operation on time. Once the operation is begun the bridge can not be reopened to traffic until the work is complete. Transportation alternatives will be in place should unanticipated delays occur causing the bridge to remain closed beyond Tuesday morning.

Access & Transportation Alternatives

During the closure access between San Francisco and YBI and Treasure Island will be maintained. A lane will be dedicated in both the eastbound and westbound directions on the West Span of the Bay Bridge that connects San Francisco with YBI.

MUNI Service to Treasure Island (Line 108), including overnight service, will not be affected.

A Public Information Office will be established on Treasure Island to serve as a primary point of contact for YBI and TI residents, businesses, and agencies.

Caltrans will coordinate on an ongoing basis with BART, AC Transit, MUNI, Golden Gate Transit, Samtrans, Vallejo Ferry, Alameda/Oakland Ferry, Caltrain, Greyhound and Amtrak to determine and plan any necessary schedule or route changes, and to include transit agencies in the operational planning for the upcoming lower deck closures.

The Bay Area Rapid Transit system will operate around the clock in selected stations.

Ferry service on selected routes will be augmented.

Caltrans is coordinating with transit providers to plan alternative routes for the weekend closure.

The MTC 511 system will serve as the primary resource for trip planning and up to date traffic information. Revised transit schedules will be available through 511.

YBI VIADUCT REPLACEMENT
DRAFT STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

Daily communication will be maintained with other bridges (Golden Gate, San Mateo-Hayward, Dumbarton, Richmond-San Rafael) on traffic and operational progress during the closures.

Replacement Decision

The TBPOC determined that replacing the YBI viaduct structure is a better strategy than retrofitting the existing structure in place for several reasons:

Closing the bridge and demolishing and replacing the existing structure is safer than retrofitting the structure with traffic using it.

The replacement method is more efficient than retrofitting the existing structure.
The replacement viaduct will have a 150-year life span similar to the rest of the new East Span of the Bay Bridge.

By doing this work now the costs of replacement are in today's dollars instead of years down the line beyond the shorter lifespan of the retrofit.

The replacement viaduct meets current and projected seismic criteria and simplifies both design and construction.

The replacement viaduct is more reliable and reduces the risk of delaying the construction schedule and adding extra costs and impacts to the project.

Outreach & Public Communication

A substantial public outreach campaign is planned to inform motorists, residents and businesses about the Labor Day weekend bridge closure. This outreach effort will build upon the successes of the previous operations on the West Approach requiring full lower deck closures of the Bay Bridge.

Because the upcoming closures involve both the upper and lower decks (eastbound and westbound directions), outreach efforts will be broadened in scope and geography for the upcoming closure. Caltrans will expand coordination with East Bay cities and counties, conduct advance planning with event venues, increase the distribution of information to statewide audiences, and target Labor Day Weekend travelers into and out of the Bay Area.

Bay Area elected officials and media will receive early notice of the announcement regarding the 2007 Labor Day Weekend closures. Immediately after, the Public Information Team will begin a massive outreach effort targeting motorists, transit riders, holiday travelers into and out of the Bay Area, and affected residents and industries.

Media will be updated continuously of progress by press releases, construction information and graphics, and during the weekend closure, construction site access and live PIO updates.

BayBridgeInfo.org will be the nexus for construction updates and information, and 511 will be referenced as the official source for trip planning and traffic conditions.

Changeable message signs will be used to inform motorists about the upcoming closures in the Bay Area region, and where appropriate throughout northern and southern California.

A Telephone hotline will be maintained throughout the closures.

SECTION TWO

ELECTED OFFICIALS OUTREACH

YBI VIADUCT REPLACEMENT
DRAFT STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

Caltrans will inform elected officials directly, regarding the upcoming Bay Bridge Closures.

2.1 Outreach Meetings

Caltrans will provide multimedia presentations to project stakeholders on the upcoming work. Elected officials from the Bay Area will be invited to two presentations given by the Bay Bridge Spokesperson, Bart Ney, and East Span Construction staff in April, 2007 (up to 21 weeks in advance of the closures). Invitations will be extended to the offices of Senators Boxer and Feinstein, all members of the Bay Area Congressional delegation, all Bay Area state Senators, all Assembly members from the Bay Area, as well as Supervisors in all nine Bay Area counties, and mayors in key Bay Area cities. Caltrans staff will also contact the affected Transportation Authorities, Mayor's Offices, and the Metropolitan Transportation Commission/Bay Area Toll Authority Commission. Graphics and informational fact sheets will be distributed.

2.2 E-Alert

Electronic alerts will be sent to all elected officials and staff contacts, providing information on the upcoming demolition and link to a Fact Sheet which could be viewed electronically, shared, or printed in hardcopy. The first notification will serve as advance notice, and a second E-Alert will serve as a reminder a few days prior to the beginning of the operation.

SECTION THREE
MEDIA OUTREACH

Caltrans will inform the media prior to, during and after all major elements of the work.

3.1 Media Outreach Sessions

Media in the San Francisco Bay Area and in surrounding media markets will be invited to an educational outreach session during April 2007, up to 20 weeks in advance of the upcoming work. A separate media outreach will be held in Sacramento. Depending on the level of interest, a third media outreach session may be scheduled in Southern California. Graphics, video, and informational Fact Sheets will be distributed. These sessions are intended to raise media awareness, inform media of upcoming work, provide current contact information, foster collaborative working relationships and solicit feedback on how to improve our outreach.

3.2 Press Releases

Caltrans will distribute a general press release prior to the weekend closures. A media press release will be issued at the completion of the operation to keep media updated on the completion and re-opening of the Bay Bridge.

3.3 Public Information Officer Live Update

The Caltrans Bay Bridge Public Information Officer (PIO) will be on site throughout the weekend operation. A media hold location will be made available throughout the weekend at an appropriate location that provides an exclusive view of the operation. Live updates to the media will be facilitated at this location. Caltrans will develop talking points ahead of time and construction staff will provide real-time construction updates to the PIO for sharing with media.

SECTION FOUR
PUBLIC OUTREACH

YBI VIADUCT REPLACEMENT
DRAFT STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

Caltrans will inform the public through a broad outreach campaign designed to inform as many potential weekend users of the Bay Bridge as possible. The targeted user groups will include Bay Area motorists, regional commuters, goods movement industries, out-of-town holiday travelers, the general public and immediate neighborhood residents. Notices will be provided months in advance in some cases.

4.1 Public Service Announcements

Paid public service announcements will run in television, print, radio and movie theater media to share information with the general public three to four weeks in advance of the beginning of work. Markets throughout the state will be targeted. Detailed graphics will be included in the messaging to help show the public the work that will be performed. Messaging will focus on keeping traffic away from the bridge approaches and encourage motorists to seek alternative transit and driving options.

4.2 Website

All outreach materials will direct stakeholders to the BayBridgeInfo.org website for daily information and updates about the work, and the associated ramp and deck closures. This includes graphical and text information on the work and the schedule; information on the transit alternatives available, including links to each transit operator and to 511; links to radio and television announcements, and other informational materials. The website includes a comment form for users to send questions or feedback 24 hours/day as well as contact phone and address information for the Public Information Office and telephone hotline.

4.3 Mailers and Flyers

Caltrans will develop informational materials, including a Fact Sheet, for distribution electronically, through the mail and at public locations near the upcoming work. The Fact Sheet includes dates and times of work and the associated deck closures, the rationale for conducting this operation over Labor Day Weekend, transit and driving alternatives, as well as background information on the Bay Bridge Seismic Safety Projects.

Distribution

Fact Sheets will be distributed in hardcopy (including mailers) and in electronic formats to:

- Local/corridor businesses
- Neighborhood newsletters and other publications
- Treasure Island Development Authority and Mayor's Office staff
- Residential neighbors, including all Treasure Island/YBI residents
- Taxis and shuttle services, airports, hotels, car rental agencies, visitor's bureaus, the State Tourism Office, Chambers of Commerce and automobile associations
- Hospitals, major employers, funeral homes, farmers markets, carpool centers, parking garages, malls
- Major regional and local entertainment and sports venues for the SF 49ers, the Oakland Athletics, the SF Giants, and the Oakland Raiders. Caltrans will also contact university sports venues, including UC Berkeley, Stanford, and local Cal State campuses, regarding home games over the Labor Day weekend.
- Cities from San Luis Obispo to Sacramento in the target market areas (Bay Area, Central Valley, Southern California, Sacramento)
- Ferry operators, bus transit and rail operators, transit centers, Bay Area Rapid Transit, the Water Transit Authority, and the San Francisco Metropolitan Transportation Agency
- San Francisco Municipal Railway (MUNI)
- State and local offices of the California tourism agencies and convention bureaus

YBI VIADUCT REPLACEMENT
DRAFT STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

- Approximately 5,000 organizations and private citizens on the Bay Bridge Public Information Office contacts list

4.4 Banners

Caltrans will post banners at multiple locations to guide the public on where to go for more information on the upcoming work and motorist impacts. The banners will be posted in advance and will point motorists and the public to the BayBridgeInfo.org website, and 511.

4.5 Local Notification

Presentations and notices will be given to Treasure Island residents and any other residential or commercial locations that might be specifically affected by access restrictions, noise, dust, and vibration. The 24-hour telephone hotline also serves to provide nightly construction updates and receive questions and comments.

4.6 Telephone Hotline

Caltrans provides a telephone hotline at the Public Information Office for motorists to receive daily updates on construction-related lane and ramp closures and other construction information, and for local affected residents and businesses to have direct contact with PIO staff. The hotline will be staffed for extended hours during the weeks leading up to and throughout Labor Day Weekend.

4.7 Changeable and Electronic Message Signs (CMS's)

Caltrans will engage a statewide network of electronic and changeable message signs two weeks prior to the closures to alert motorists. Signs will be especially intensive in the Bay Area; Caltrans will work closely with Districts throughout the state to ensure that the message will be highly visible along major thoroughfares.

4.8 Highway Advisory Radio (HAR)

The Bay Bridge Public Information Team will script the message and provide it to the Caltrans operations unit for posting on the HAR frequencies. Caltrans promotes the HAR on the banners posted within range of the HAR frequency.

4.9 E-Alert

Similar to the E-Alert sent to elected officials, an electronic alert will be sent to the general public. Thousands of project contacts will receive the E-Alert well in advance of the closures, providing information on the upcoming demolition and linking to a Fact Sheet which could be viewed electronically, shared, or printed in hardcopy. An additional (reminder) E-Alert will be sent a few days before the closure.

4.10 Out-of-town Traveler Notification

Caltrans will focus additional efforts to target out-of-town travelers visiting the Bay Area during the Labor Day Weekend, who might be impacted by the Bay Bridge closure. Many elements of the outreach plan will be implemented earlier than in past efforts, and extended to additional metropolitan regions in California. Visitor Bureaus, recreational venues, and other traveler services will be included in all possible aspects of the outreach plan. Information will be distributed to hundreds of California cities, the Weather Channel and on the California Department of Tourism website. Information kiosks at major airports in the Bay Area throughout the four-day operation will provide information.

4.11 Transit Agency Coordination

YBI VIADUCT REPLACEMENT
DRAFT STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

Caltrans will coordinate on an ongoing basis with BART, AC Transit, MUNI, Golden Gate Transit, Samtrans, Vallejo Ferry, Alameda/Oakland Ferry, Caltrain, Greyhound and Amtrak to inform transit riders of the upcoming lower deck closures. Each of the agencies will distribute information to riders and staff. In addition, MUNI buses will display placards. Throughout the Labor Day Weekend operation, daily updates will be given to the other bridges (Golden Gate, San Mateo-Hayward, Dumbarton, Richmond-San Rafael) on traffic and operational progress.

4.12 MTC 511 Coordination

Caltrans will continue to collaborate with MTC staff responsible for the 511 Transit Information system on the upcoming work and the changes to transit schedules as a result of the closures. MTC incorporates the revised schedule information on their voice-activated system and the MTC 511 (www.511.org) website. Furthermore, MTC posts a graphic banner announcing the Bay Bridge Construction and Closures on the homepage pointing users to BayBridgeInfo.org for information.

4.13 Department Informational Letter

Caltrans distributes an informational fact sheet electronically to District 4 staff on the upcoming work. The Fact Sheet includes dates and times of work and the associated closures, as well as transit and driving alternatives.

4.14 Coordination with other Caltrans Districts

Caltrans works with other Districts to extend messaging on key highway Changeable Message Signs in those districts, as well as in distributing Fact Sheets to all District staff.

SECTION FIVE
CALTRANS INTERNAL COORDINATION

5.1 Command Center

YBI VIADUCT REPLACEMENT
DRAFT STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

Caltrans staff will continue to hold regular meetings to review ongoing public issues relating to the project. During the operation, a Command Center equipped with computers, television monitors, workspaces and meeting space will be established for all key agencies to be able to work on site and coordinate closely together.

5.2 District 4 Coordination

Public Affairs Office

The Bay Bridge Public Information staff communicates regularly with the District 4 Public Affairs staff to help ensure that district staff is informed and to identify potential areas for collaboration.

District Director's Office

Presentations on the public outreach strategy and implementation elements will be made to the District Director and Director's Staff in April 2007.

Traffic Operations

Caltrans holds intermittent meetings between key District operations staff on all of the projects along the Bay Bridge Corridor. The Traffic Management Center addresses the anticipated needs of the operation by joining the Command Center, and by assisting on the public outreach effort through the operational elements, such as Changeable Message Signs.

5.3 Agency and Executive Staff

CT Headquarters, including the Director and the TBPOC agencies, are given a presentation on the scope and impacts of the work prior to the beginning of work. The TBPOC will review and approve the Outreach Action Plan in April 2007. Caltrans Headquarters (Lane Closure Review Committee) will be briefed in April 2007. Regular communications and updates on the public outreach strategy and implementation will be made to the Public Affairs Office, the Caltrans Director and Director's Staff.

YBI VIADUCT REPLACEMENT
DRAFT STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

SECTION SIX
PROPOSED PRESENTATION CALENDAR

April 2, 2007	District Executive Staff Presentation
April 9, 2007	Caltrans Lane Closure Review Committee Presentation Key Stakeholder Presentations (Including TIDA, CCSF, SF Giants, Oakland A's, UC Berkeley (Cal) Football, Oakland Art & Soul Festival, Golden Gate Bridge, Cities of Hayward, Marin, Larkspur, San Rafael, County Transportation Authorities)
April 9 & 10	Elected Officials Legislative Outreach Meetings
April 11, 2007	Media Outreach Meeting Transit Agency Coordination
May 2007	Establish PIO Office on Treasure Island Telephone Hotline
June - July 2007	Website updates E-Alert and flyers to Bay Bridge contacts, including Treasure Island/YBI residents, taxis and shuttle services, airports, hotels, car rental agencies, visitor's bureaus, Chambers of Commerce, hospitals, major employers, entertainment venues, city and county governments, transit, and tourism agencies Transit Ridership Outreach MTC/511 Coordination Caltrans Employee Notification
August 2007	Public Service Announcements begin E-Alert to Elected Officials Reminder E-Alert to Bay Bridge Contacts Banners posted Electronic Message Signs and HAR begin Media Advisory
Labor Day Weekend 2007	Weekend site access for media PIO Live Updates Press Release announcing re-opening of Bay Bridge

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Tony Anziano, Caltrans Toll Bridge Program Manager

RE: Agenda No. - 5b, 1
San Francisco-Oakland Bay Bridge Updates

ITEM: Self-Anchored Suspension Superstructure
China Organization Update

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

For Information Only

Discussion:

This is an update on the status of establishing full time staff presence in Shanghai, China for contract administration and material inspection services. Basic requirements have been identified and the Department is in the process of implementing necessary arrangements for these requirements. A draft staffing plan has been developed and a clear chain of command has been established. This effort is unprecedented as no agency of the State of California has ever established an overseas office staffed with state personnel.

The following logistical issues have been identified.

TAXATION

Staff will be able to stay for a period of up to 365 days before payment of travel expenses becomes viewed as taxable income by the Internal Revenue Service. The Tax Treaty between the United States and China exempts income paid by governmental entities in the United States to employees stationed in China from taxation in China.

Staff will be advised of this and staff agreeing to stay in excess of one year will be responsible for tax implications per Internal Revenue Service guidance.

LODGING

Executive apartments in western style hotels have been identified and contact with the hotels has been established. The method of procurement is still under discussion, with the preferred method being direct procurement through a contract between the Department and the hotel. This will allow for smooth rotation of staff as necessary apartment units will be secured and available to rotating staff on short notice.

OFFICES

Office space will be provided by ZPMC.

MEALS

Meals and incidentals will be handled through the normal travel expense process. The Department will pursue approval of short-term rates for staff regardless of the length of stay due to the overall high cost of travel associated with an overseas posting.

HEALTH CARE

The standard health care insurance policies available to staff will not provide coverage for staff stationed overseas. Supplemental policies will have to be obtained to insure coverage overseas. The Department has identified several insurance carriers that provide this specialized coverage and these carriers are willing to issue blanket policies that will cover a specific number of employees. These policies provide for evacuation services (typically air flight to the nearest western hospital in Hong Kong or Seoul) in the event of catastrophic illness or injury to provide health care equivalent to that that would be received in the United States. The method of procurement is still under discussion, with the preferred method again being direct procurement through a contract between the Department and the insurance carrier.

In addition to insurance coverage The Department will need to contract with specific westernized medical care facilities in Shanghai to provide actual medical and dental care for staff. There are three companies that operate such facilities, with Worldlink being the provider with the largest network in Shanghai.

TRANSPORTATION

Air travel will be purchased through the Department's existing contract with Carson Wagonlit Travel.

Travel to and from work will be arranged through ZPMC. Additional travel will require retention of drivers for staff or alternatively the use of taxis. Driving in Shanghai is exceptionally hazardous. To obtain drivers, the Department would need to enter into a travel services contract with a domestic vendor.

VISAS

Staff will obtain two-year visas that allow for multiple stays of 90 days each. Staff will have to exit China for at least one day before the end of each 90 day period. A short trip to Hong Kong or Seoul is sufficient to satisfy exit requirements. The cost associated with required exit and re-entry will be a reimbursable travel expense for Staff for defined periods of exit and re-entry. A focal point for visa compliance (a member of administrative staff) will be established to insure that compliance occurs as China is strict in applying these requirements.

OTHER

Dependent expenses are not currently addressed through any State travel policies as no agency of the State has ever undertaken an effort to establish out of country postings for employees. The Federal Government, which routinely posts staff overseas, does have policies that accommodate dependent travel expenses, including payment of school expenses for dependent minors. To maximize the ability to recruit senior staff for this assignment, the Department must create a mechanism for payment of Dependent expenses. Potential options for resolution of the issue include creation of a specific pay differential or special legislation authorizing payment of such expenses. BATA is reviewing options for providing assistance in this area.

STAFFING

The Department is currently planning to initially deploy at least three individuals over the next four months to establish operations. Once operations are fully established, there may be between 12 and 26 members of construction staff on site with an additional 30 consultant inspectors provided by METS. The actual number will be dependent on the

level of activity actually occurring at ZPMC. It will be necessary to make a final determination on site as ZPMCs stated plans are unprecedented in the Department's experience (ZPMC has indicated that up to 4,000 ZPMC workers may be assigned to SAS fabrication) and real time assessment of staffing needs will need to occur. This assessment will need to keep in mind the need to staff at higher numbers than anticipated for two reasons. First, ZPMC may accelerate its activities on short notice, and the Department must be in a position to respond so that the Department does not hold up production simply due to lack of staff to administer the job. Second, it must be anticipated that a certain number of staff may return much earlier than planned, due to the significant cultural differences that staff will be facing.

Attachment(s)

No attachments.

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 6, 2007

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 5b, 2

Item- SAS Overseas Fabrication Site Visit

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

For Information Only

Discussion:

Over the week of March 4th, Department and BATA staff reviewed the ZPMC Fabrication Facilities and Offices in Shanghai, China. The visit included an inspection of the two fabrication facilities on Changxing Island and in Nantong and review of draft fabrication procedures with ZPMC and ABF staff at ZPMC's offices in Shanghai.

Changxing Island Fabrication Facility – Situated on an island about 15 miles from the center of Shanghai, the 2.5-mile long facility will be the primary fabrication shop for the SAS tower and roadway boxes. From Shanghai, the facility is an hour-long trip by car and ferry. Bad weather and fog can delay or cancel the ferry, requiring overnight stays on the island. Currently, the facility is focused on ZPMC's core business of container crane fabrication. Work on dozens of cranes is spread across the entire facility.

In preparation for the fabrication of the SAS sections, ZPMC is currently expanding their facilities, including the construction of additional workshops and a heavy-duty dock to allow for pre-assembly of the tower and decks. The additional workshop facilities are scheduled to be completed in late summer 2007 along with the start of production fabrication of the SAS sections.

Nantong Fabrication Facility – ZPMC is currently fabricating the deck sections of the Incheon Bridge at this facility. Based on visual observations, the Incheon deck sections appear to be well-fabricated. No SAS fabrication is planned for this facility at this time, though this may change. The facility is newer than the current Changxing shop.

ZPMC Offices –Engineering and preparation of the fabrication procedures are handled out of ZPMC's offices in Pudong District of Shanghai, just west across the Bund and the Huangpu River. During the visit, staff met with ABF and ZPMC engineers to review the fabrication procedures for the required bridge tower and deck mock-ups. Their offices are several miles from the nearest subway stop, but are reasonably accessible by taxi.

Observations:

ZPMC is aggressive. – Since selling their first cranes to the Port of Long Beach in the 1990's, ZPMC has grown to become the leading fabricator of container cranes in the world with over 70% of the global market. Currently, ZPMC produces a container crane every other day. Now, ZPMC has plans on becoming a world leading steel bridge fabricator.

Keeping ZPMC engaged and focused on the SAS project. – While ZPMC wishes to be the leader in steel bridge fabrication, fabrication of container cranes is their focus and core business. SAS fabrication is being performed at an apparent loss for ZPMC. We need to keep the project moving forward so that ZPMC does not lose interest in the work and move on to more profitable work or projects.

ZPMC has limited experience, but is rapidly learning and appears capable. – Along with the SAS, ZPMC is just completing the fabrication of the deck boxes of the Incheon Bridge. ZPMC appears to be using the SAS as a project to help it build up its production capabilities and to gain experience and access to the U.S. and other world markets. The ZPMC facilities are extremely large and dwarf most other shops, both here in the U.S. and in Japan. With the labor and equipment resources available, ZPMC should be capable of successfully fabricating the SAS sections.

Maintaining quality and not getting lost in translation will be challenges. – ZPMC appears to understand the quality requirements and expectations of the contract, though getting there may be challenge. There has been a lot of focus by ZPMC and ABF on getting the mock-up fabrication procedures correct. While ZPMC has produced its own initial tower leg mock-up, ABF is requiring the preparation of an additional ABF mock-up prior to the fabrication of a third formal mock-up as required by the contract.

Translation and cultural differences will also be a long-term challenge to avoid misunderstandings. Though the English proficiency of ZPMC staff appears high, some miscommunication will happen and will need to be addressed at times.

Need to avoid getting between ABF and ZPMC. – There appears to be times that ZPMC is seeking direct contact with Caltrans and our bridge designers without going through ABF. Direct contact with ZPMC may result in contract issues between ABF and ZPMC. We need to help maintain a strong ZPMC/ABF relationship and avoid getting mired in contract issues between them.

Distance between the engineering offices and fabrication facility will require an investment of Department staff. – The separation between the offices and fabrication facility will be a challenge for Department staff and consultants to stay on top of the work. With fabrication scheduled to start in the summer, we need to get more people on the ground in the near future.

Other Items:

ZPMC Chairman plans on visiting the Bay Area in May 2007. – The Chairman of ZPMC plans on visiting the United States in early May. Staff is proposing a site visit of the Bay Bridge and hosting a dinner for the Chairman's visit.

TBPOC visit of fabrication facilities. – Staff is proposing a TBPOC inspection of ZPMC fabrication facilities in late 2007.

Governor's Visit to Shanghai – The Governor maybe visiting Shanghai during the summer of the 2007 Special Olympics World Summer Games.

China and Korea Fabrication Facility Inspection



ZPMC Changxing Island



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

SAS Tower and OBG Fabrication

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

ZMPC Changxing Island – Container Cranes

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

ZMPC Changxing Island – Heavy Lift Cranes

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



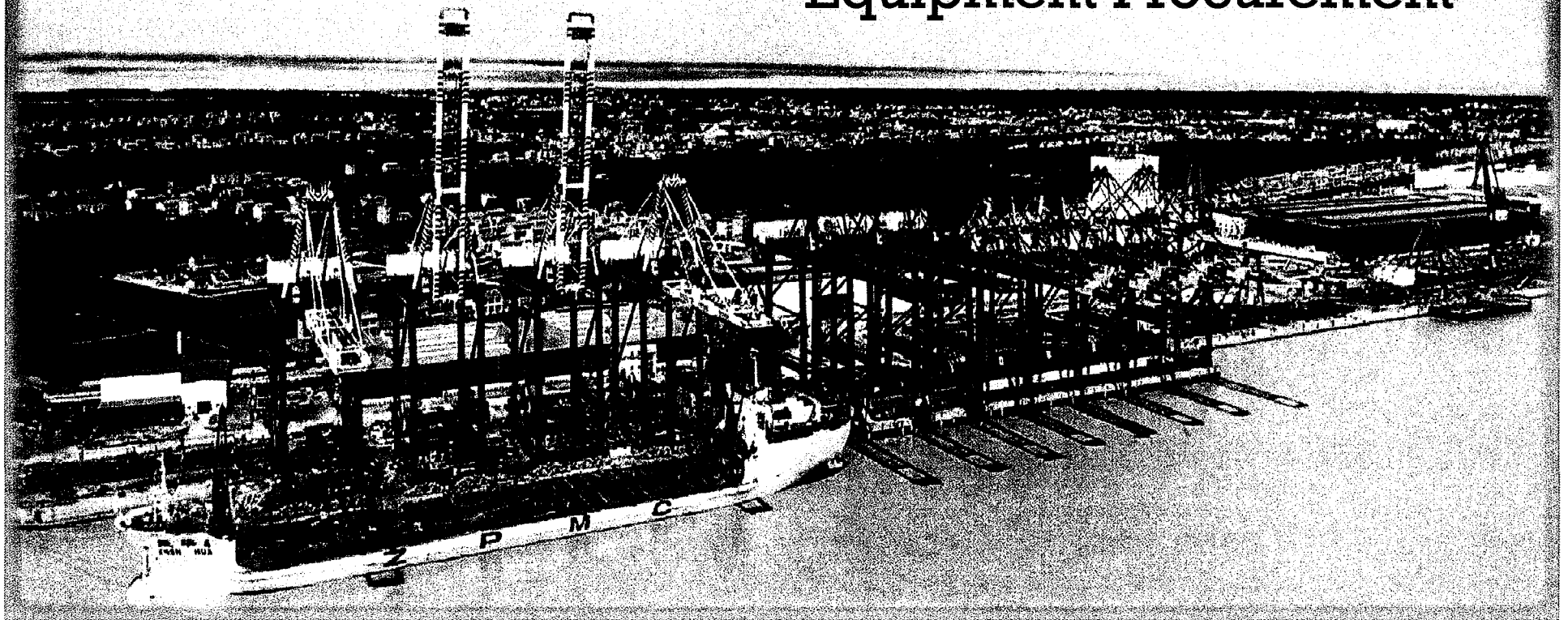
THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

ZMPC Changxing Island – Facility

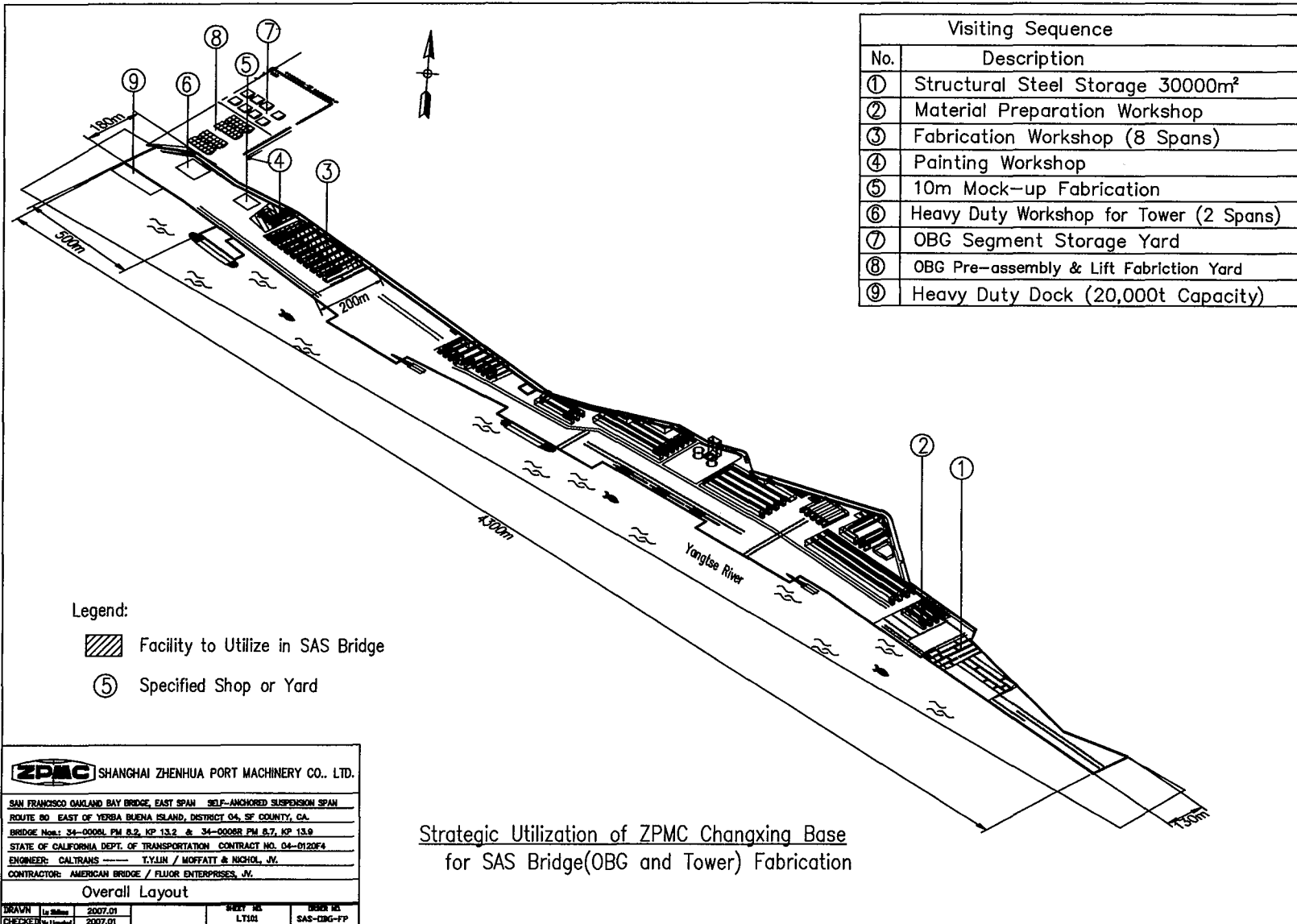
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

San Francisco Oakland Bay Bridge Project

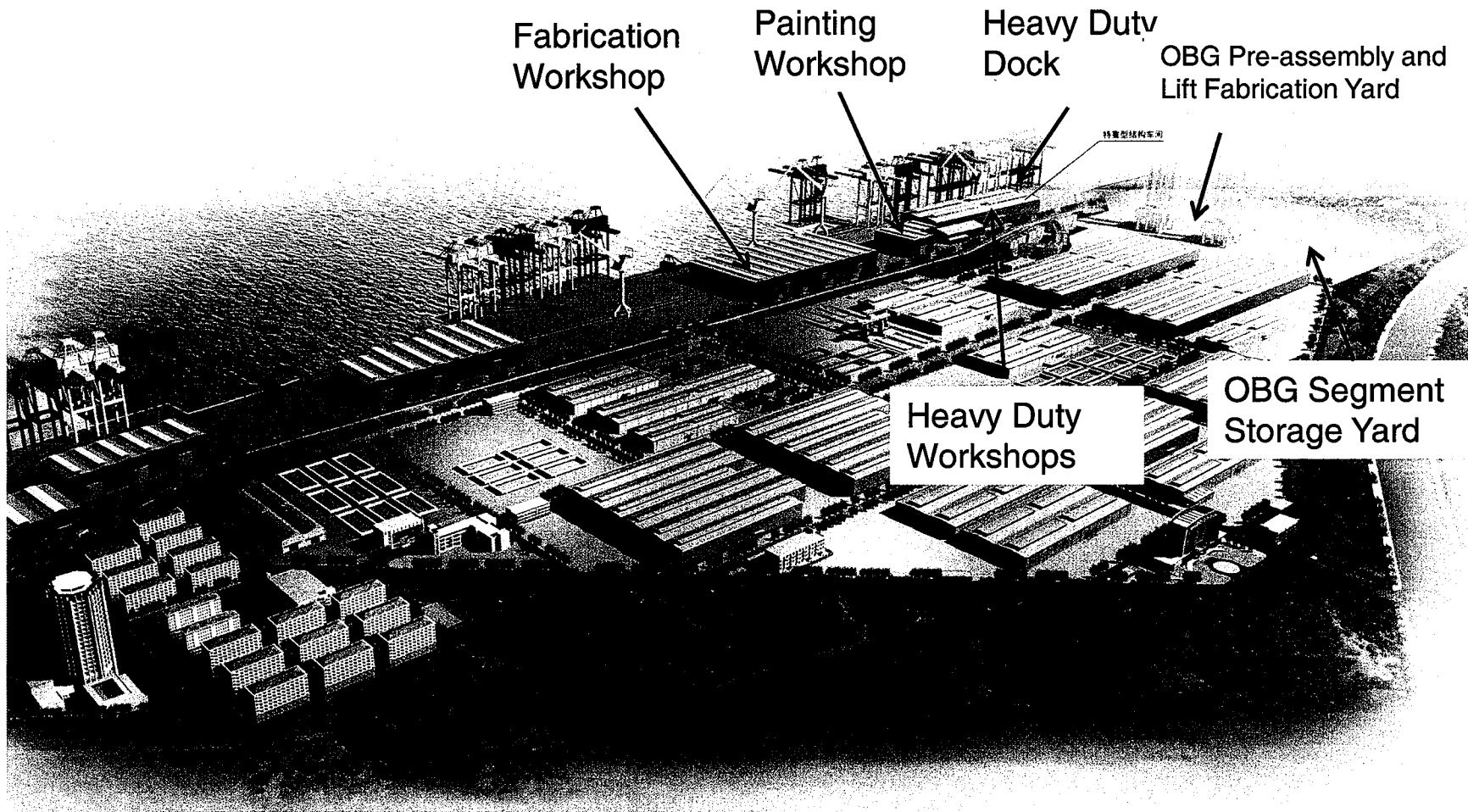
An Introduction to
Plant Construction,
Workshop Layout,
Equipment Procurement



Changxing Base Overall Layout



Changxing Base Overall Airscape



Plant Construction

Heavy Duty Workshops Construction Schedule

NO.	任务名称 Job Description	开始时间 Start	完成时间 Finish
1	打桩 Pile Driving	2007.1.2	2007.3.22
2	承台基础梁浇筑 Foundation Casting	2007.1.27	2007.4.18
3	钢结构安装 Steel Superstructure Installation	2007.3.25	2007.6.30
4	屋面墙面板安装 Wall Panel Installation	2007.5.10	2007.7.8
5	地坪浇筑 Concrete Floor	2007.5.15	2007.7.13
6	给排水电气安装 Water Supply, Drainage and Electricity	2007.5.5	2007.7.15

Plant Construction

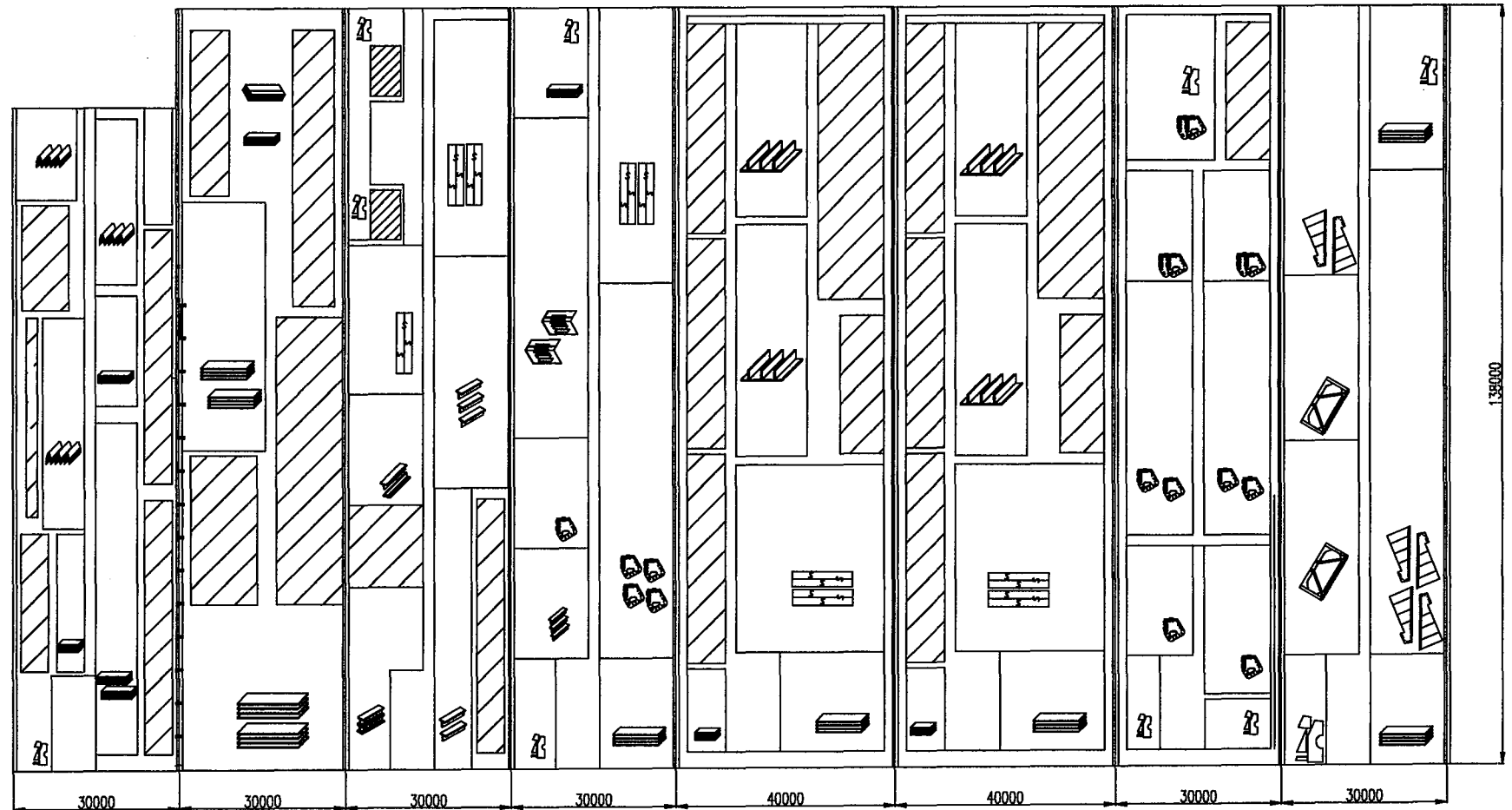
20,000T Heavy Duty Dock Construction Schedule

NO.	任务名称 Job Description	开始时间 Start	完成时间 Finish
1	桩基 Pile Driving	2007.4.20	2007.6.30
2	预制构件安装 Installation of Pre-fabricated Member	2007.6.20	2007.8.15
3	现浇面板 Casting	2007.8.1	2007.9.25
4	附属设施安装 Attachment Installation	2007.9.10	2007.10.20

Plant Construction

- OBG will be fabricated in existing facility.
- OBG pre-assembly yard is under construction and will be finished in May.
- Painting will be performed in existing facility.

Workshop Layout



WORKSHOP 1 (FOR OBG)
 WORKSHOP 2 (FOR TOWER)
 WORKSHOP 3 (FOR OBG)
 WORKSHOP 4 (FOR OBG/TOWER)
 WORKSHOP 5 (FOR TOWER)
 WORKSHOP 6 (FOR TOWER)
 WORKSHOP 7 (FOR TOWER)
 WORKSHOP 8 (FOR OBG)

项目名称:

美国海湾大桥

Project:

San Francisco Oakland
Bay Bridge

工 区:

数控堆放区

Zone:

Steel Tower Mock-Up Test Piece
Accumulation Area



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

ZMPC Changxing Island – Bay Bridge Mock-Ups

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

ZMPC Changxing Island – Bay Bridge Mock-Ups

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

ZMPC Changxing Island – OBG Ribs

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

ZPMC Nantong Island



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

ZMPC Nantong Island – Incheon Bridge OBG

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

ZMPC Nantong Island – Inchon Bridge OBG

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



Dongkuk Detour Viaduct Fabrication (Korea)



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

Detour Viaduct – Plate Cutting

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

Detour Viaduct – Mock Up

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

Detour Viaduct – Beam Connection

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

Detour Viaduct – Beam Fabrication

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Tony Anziano, Caltrans Toll Bridge Program Manager

RE: Agenda No. - 5c,1
Item- San Francisco-Oakland bay Bridge Updates
Oakland Touchdown
Addendum for Oakland Touchdown Contract #1

Cost:

See discussion below.

Schedule Impacts:

This contract was advertised as an A+B contract. One item in the Addendum, the access trestle (item 3 in the matrix below), provides the contractor with additional time beyond the B period as bid. This may extend completion beyond the current completion date in the approved corridor schedule. However, this will not affect overall corridor schedule in either the approved schedule or the opportunity schedule as the OTD1 contract is far removed from the critical path for corridor completion. The Department advertised Oakland Touchdown Contract 1 on February 26, 2007 (Addendum 1 was issued concurrently with the advertised contract), bids will be opened on June 5, 2007, with a tentative award date of July 5, 2007.

Recommendation:

Approval for the Department to issue Addendum No. 2 for Oakland Touchdown Contract 1.

Discussion:

There are several elements to Addendum No. 2 as described in the following matrix. The two most significant items are items 3 and 6.

Item 3 creates a specification that will provide for extended vehicular access to the Skyway after the completion of the Skyway contract. Extended vehicular access will provide several benefits: it will provide improved access to the SAS work area for American Bridge/Fluor and it will provide continuing access for communications

activities. This extended access will add costs to the OTD 1 project in the range of \$3 million to \$5 million.

Item 6 is a modification to the Owner Controlled Insurance Program (OCIP) specification in the contract as advertised. OCIP is currently being implemented by the Department in selected construction contracts. The first OCIP contract was the Devil's Slide Tunnel Project, followed by OTD 1. The TBPOC has received a prior briefing on OCIP. OCIP is viewed as a beneficial alternate to standard contract insurance requirements:

"The basic operational features of an OCIP are: (1) the owner purchases insurance coverage (all or some specific elements) to cover all contractors and subcontractors on a project; (2) there is an integrated owner-contractor managed safety program on the project; and (3) claims are processed centrally. Overall, the use of an OCIP can save money on large projects through lower bulk insurance rates, improved safety management processes, and reduced disputes between contractors over who was responsible for a particular loss." Federal Highway Administration, *Interim Owner Controlled Insurance Program Policy*, January 8, 2002.

The OCIP specification in the original OTD 1 contract was identical to the OCIP specification contained in the Devil's Slide contract. The Devil's Slide Contract has been awarded to Kiewit Pacific (Kiewit), and after award of the contract Kiewit raised several concerns about the Department's OCIP specification. The changes to the OCIP specification in Addendum No. 2 are in response to issues identified by Kiewit and will lead to an improved OCIP specification.

The contents of Addendum No. 2 are as follows:

Addendum Item	Subject	Description	Type of Change	
			Plans	Specs
1	Electrical System Analysis	This work involves a relay coordination study for the entire San Francisco Oakland Bay Bridge (SFOBB) electrical power system. Additional cost in Engineer's Estimate is \$50,000. A new specification will be added to the end of the electrical portion of the specifications.		✓

Addendum Item	Subject	Description	Type of Change	
			Plans	Specs
2	Document Management System	Specification change in Sections 10-1.17, "Document Management System", and 5-1.26, "Force Account Payment", to reflect the price change for the PMIV system.		✓
3	Access Trestle	Section 4, "Beginning of Work, Time of Completion, and Liquidated Damages" will be modified to allow the contractor 180 days above and beyond the "B" portion of the contract to complete the contract. Additionally, a "Temporary Access Trestle" specification has been developed to address the maintenance, modification, and removal of the access trestle. A detail depicting the conflict areas with Pier E17R will be included in the plans.	✓	✓
4	Vibration Monitoring	Section 10-1.38, "Vibration Monitoring", has been modified to include monitoring for additional structures that may be impacted by pile driving operations on the new mole substation.		✓
5	Photo Survey	A new "Photo Survey of Existing Facilities" specification and lump sum item will be incorporated into the specifications and Engineer's Estimate to include a photo survey of the existing Caltrans mole substation, and the EBMUD de-chlorination plant, which may be impacted by the pile driving operations on the new mole substation.		✓
6	OCIP	Section 5-1.40, "Owner Controlled Insurance Program", has been revised substantially to reflect the concerns of a number of potential prime contractors.		✓

Memorandum

Addendum Item	Subject	Description	Type of Change	
			Plans	Specs
7	Mole Substation	Section 12-3.02, "Piling", has been revised per request of HQ Office Engineer.		✓
8	Roadway Lighting	Section 10-3.18, "Roadway Lighting Assembly" has been slightly revised, with some detail changes.	✓	✓
9	Minor Plan Changes	A few plan sheets have been revised per request of the HQ Office Engineer.	✓	

Attachment(s):

No attachments.

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Tony Anziano, Caltrans Toll Bridge Program Manager
Peter Lee, BATA Senior Transportation Engineer

RE: Agenda No. - 6a, 1-5
New Benicia-Martinez Bridge
Project Update
1) Soffit Concrete Delamination

ITEM: 2) Program Budget
3) Rehabilitation of Existing Bridge Deck
4) Bridge Opening (media, celebration)
5) Open Road Tolling

Cost:

The current budget for the project is \$1.263 billion, which includes a \$56.2 million project contingency. The current risk management assessment for the project has identified \$26.9 million dollars of potential issues, which results in a net balance of \$29.1 million in unencumbered project contingency.

Schedule Impacts:

Staff is anticipating that all work necessary to open the new bridge traffic to be complete by mid-August 2007. Remaining work on the new bridge includes completion of the delamination repairs (scheduled for completion in April 2007), hinges, electrical, and barrier work. Open road tolling work at the new toll plaza is also proceeding and will be complete in time for bridge opening. Work on the adjacent interchanges has been completed earlier under separate contracts.

Recommendation:

1. Approve CCO's for repairs of delaminations on new bridge.
2. Approve use of project contingency for deck rehabilitation of existing bridge.
3. Approve new bridge opening schedule and ceremony concept.

Discussion:

Delamination Change Orders: Soffit repairs for delaminations were necessary at three locations under the bridge. A thorough analysis is being performed to confirm the likely causes. A combination of factors, including attributes of lightweight concrete, duct placement for post-tensioned tendons and post-design code revisions, have been identified as the likely contributors. A repair strategy to remove and replace the unsound concrete, to add additional hoop reinforcement, and to revise the post-tensioning sequence has been presented to the Seismic Safety Review Board and already been successfully implemented at one of the three delamination locations. Final repairs should be complete by April 2007. The cost of the repairs and other associated expenses, such as testing and inspections, are estimated to cost approximately \$5.8 million. The repair CCO's (#166, 168, 169, 172, and 173) will be funded from the existing New Bridge contract contingency and should not impact the overall project contingency. A balance beam for the project is attached.

Existing Bridge Modification Project (04-0060A4): The Department is currently completing the PS&E package for a follow-on contract to convert the existing Benicia-Martinez Bridge to carry southbound only traffic and to add a bicycle/pedestrian pathway. The budgeted cost for this work is \$28.1 million.

As part of the Toll Bridge Rehabilitation Program, the Department has identified the need to rehabilitate the bridge deck of the existing bridge. Given the opportunity, similar to when the 1958 Carquinez Bridge approach deck was replaced, to perform the rehabilitation work without impacting the traveling public, the Department has incorporated the rehabilitation work in with the bridge modification work with the concurrence from BATA staff. The cost of this work is \$16 million for construction and \$5 million for support.

Prior to AB 144, BATA staff envisioned that the rehabilitation work would be funded from the New Benicia-Martinez Bridge project contingency. Staff is seeking TBPOC approval to utilize \$21 million in unencumbered project contingency for the deck rehabilitation work, which would still leave \$8.1 million in project contingency for unanticipated project issues.

Bridge Opening Ceremony: The ready-for-traffic date of the new bridge is forecast to be in mid-August. Staff is proposing that the bridge opening ceremony take place on one of the following Saturdays – August 25th or September 8th, 15th, 22nd, or 29th. These dates avoid the Labor Day Weekend on September 1st and could be reduced as more bridge work is completed and the completion schedule is better defined.

BATA has contracted with Circlepoint/Rita Barela Productions to plan the opening ceremony event. Meetings were held on March 21st with local public agencies and stakeholders to discuss the event. With input from these meetings and based on the logistical needs of the bridge location, staff is preparing alternatives to present to the TBPOC. See Attached layout, the current leading proposal would:

- Hold the opening ceremony on a Saturday morning with a goal of opening the bridge to traffic by the Monday morning commute.
- Stage the opening ceremony at the new toll plaza.
- Provide satellite public parking in the towns of Benicia and Martinez with bus shuttle service to the toll plaza.
- Provide access onto the bridge up to the south shoreline of the Carquinez Straits.
- Estimated attendance of 2,000 to 5,000 people, though this number could increase significantly depending on the attendance of the Governor.
- Estimated logistical costs would be several hundred thousand dollars for security, staging, busing, public facilities and other logistical and service needs. Costs for any add-on's, i.e. visual effects, would be extra.
- Invited speakers and dignitaries would include the Governor, U.S. Senators and Congressmen, State Senators and Assemblymen, and county and local representatives.

District staff is currently preparing an Event Scheduling Proposal to inform and invite the Governor to the event. Staff is seeking TBPOC direction on ceremony alternatives. Funding for any proposal could be requested from BATA in May or June 2007.

Advanced Toll Collection and Accounting System and Open Road Tolling

Implementation and Testing: At present, two projects are ongoing for the toll collection system at the toll plaza for new Benicia-Martinez Bridge:

1. Implementation and testing of the Advanced Toll Collection and Accounting System (ATCAS) for the staffed toll lanes (lanes 1 through 9), and
2. Implementation of an Open Road Tolling (ORT) system at the toll plaza, which includes demolition of toll booths and implementation of the ORT equipment (e.g. pavement loops, antennas, cameras, etc.) in the tolling area on the left side of the toll plaza.

ATCAS Implementation

In September 2006, ACS State and Local Solutions (ACS) under contract to BATA began implementation of the ATCAS equipment in the staffed toll lanes (Lanes 1 through 9). The project includes installation of the toll collector cabinets and screens (Booth A cabinets), light curtains and treadles, ETC antennas, and violation system (e.g. cameras and image processing equipment). As of March 23, ACS has completed installation of the in-lane equipment and the set-up of the plaza computer room. For the implementation of the ATCAS system, ACS has also built and configured a plaza and test host servers to be able to test the full functionality (e.g. toll transaction, violation, etc.) of the toll collection system. Testing of the new equipment began on March 28 and is expected to be completed by mid-May. Plaza building workstations and printers will be installed by June 14.

Open Road Tolling Implementation

The FasTrak® Strategic Plan, adopted by BATA in June 2006 recommended that an ORT system be incorporated into the toll plaza for the new Benicia-Martinez Bridge. The ORT system will provide two undelineated adjacent lanes where motorist with FasTrak® toll tags can pass through the toll plaza at highway speeds. A single ORT lane can accommodate approximately 1,800 to 2,000 vehicles per hour (as opposed to a staff lane which can handle about 350 vehicles per hour). To implement the ORT system, Caltrans executed a change order with Kiewit Pacific for the demolition of eight toll booths and islands and repaving of the tolling area, which was completed on March 23. ACS will begin implementation of the ORT equipment and system on April 2nd and is expected to complete installation and testing of the ORT by mid-August 2007.

Please find attached the configuration of the Staffed, ORT and HOV lanes for the new toll plaza and a diagram illustrating the ATCAS system. Staff will provide a brief overview and tour of the toll plaza project for the Committee at its April 6th meeting.

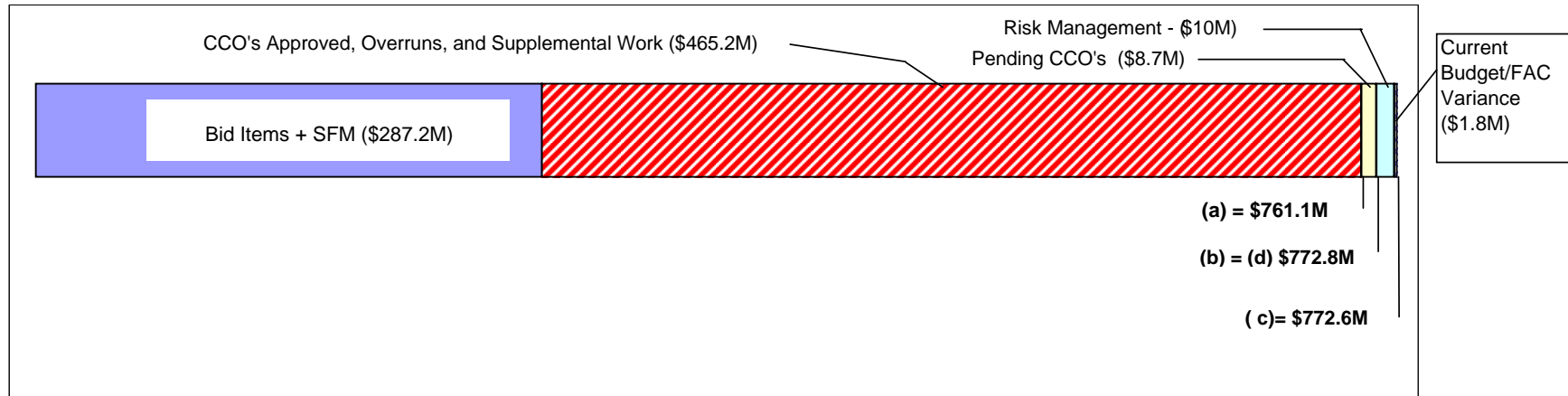
Attachment(s)

- 1) Contract 04-006034, Budget Analysis, March 29, 2007 (Budget Balance Beam)
- 2) New Benicia-Martinez Bridge Project, Budget Analysis, March 21, 2007 (Budget Balance Beam)
- 3) New Benicia-Martinez Bridge Opening Ceremony Alternative
- 4) ATCAS System Overview
- 5) Benicia-Martinez Bridge Toll Plaza (Open Road Tolling Layout)

Contract 04-006034

Budget Analysis

March 29, 2007



Current Contract Budget Funding Status

March 2007 Basis

Contract Items	\$	286,642,000
State Furnished Materials (SFM)	\$	589,850
Subtotal	\$	287,231,850
Supplemental Work	\$	1,588,000
Contingency	\$	28,820,150
Subtotal Original Contract Allotment	\$	317,640,000
Supplemental Budget Allocation Approved	\$	466,377,000
Supplemental Funds Transferred to 04-006054	\$	4,700,000
Supplemental Funds Transferred to 04-006064	\$	6,432,000
Subtotal Current Contract Allotment	\$	772,885,000
Remaining Unallotted Budget		
Total Current Contract Budget	\$	772,885,000 (b)

485,653,150
30408150
455,245,000
466,377,000

Contract Forecast at Completion (FAC) & Variance - 9/31/07

March 2007 Basis

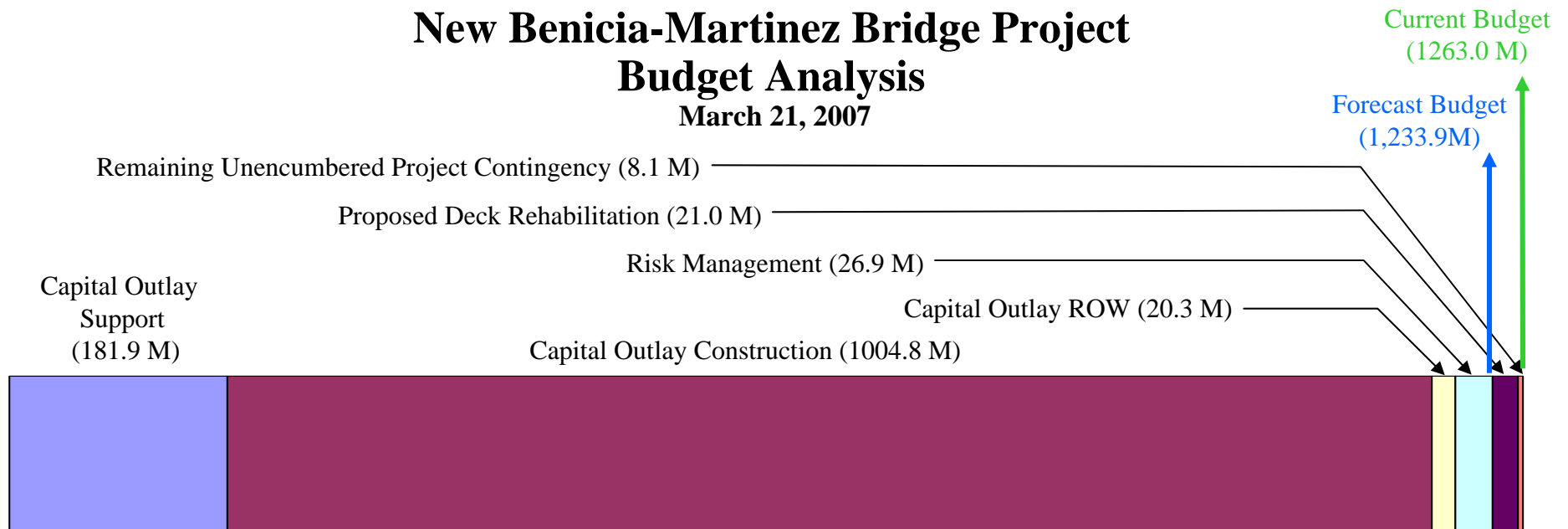
Contract Items	\$	286,642,000
Plus Quantity Overruns	\$	0
State Furnished Materials (SFM)	\$	589,850
Subtotal	\$	287,231,850
CCOs (Approved (228)	\$	470,131,889
Supplemental Work Remaining	\$	624,000
CCO Overrun/Underrun	\$	-5,562,159
Subtotal		465,193,730
Pending CCOs (12)	\$	8,684,000
Risk Management	\$	10,000,000
Total	\$	761,109,580 (a)
Total Current Contract Forecast At completion	\$	771,109,580 (c)

Current Budget/FAC Variance \$ 1,775,420

New Benicia-Martinez Bridge Project

Budget Analysis

March 21, 2007



New Benicia-Martinez Bridge Project
Current Project Budget
 March 21, 2007 Basis

Capital Outlay Support	\$	181.8
Capital Outlay Construction	\$	1,004.7
Capital Outlay Right-of Way	\$	20.3
Subtotal	\$	1,206.8
Budgeted Project Contingency	\$	56.2
Total Current Project Budget	\$	1,263.0

New Benicia-Martinez Bridge Project
Current Forecast Budget
 March 21, 2007 Basis

Capital Outlay Support	\$	181.9
Capital Outlay Construction	\$	1,004.8
Capital Outlay Right-of Way	\$	20.3
Subtotal	\$	1,207.0
Risk Management		
Capital Outlay Support		5.0
Capital Outlay Construction		21.9
Total Risk Management		26.9
Total Forecast Budget	\$	1,233.9
Forecast Project Contingency	\$	29.1
Proposed Additional Scope		
Deck Rehabilitation of Existing Bridge	\$	21.0
Remaining Unencumbered Project Contingency	\$	8.1

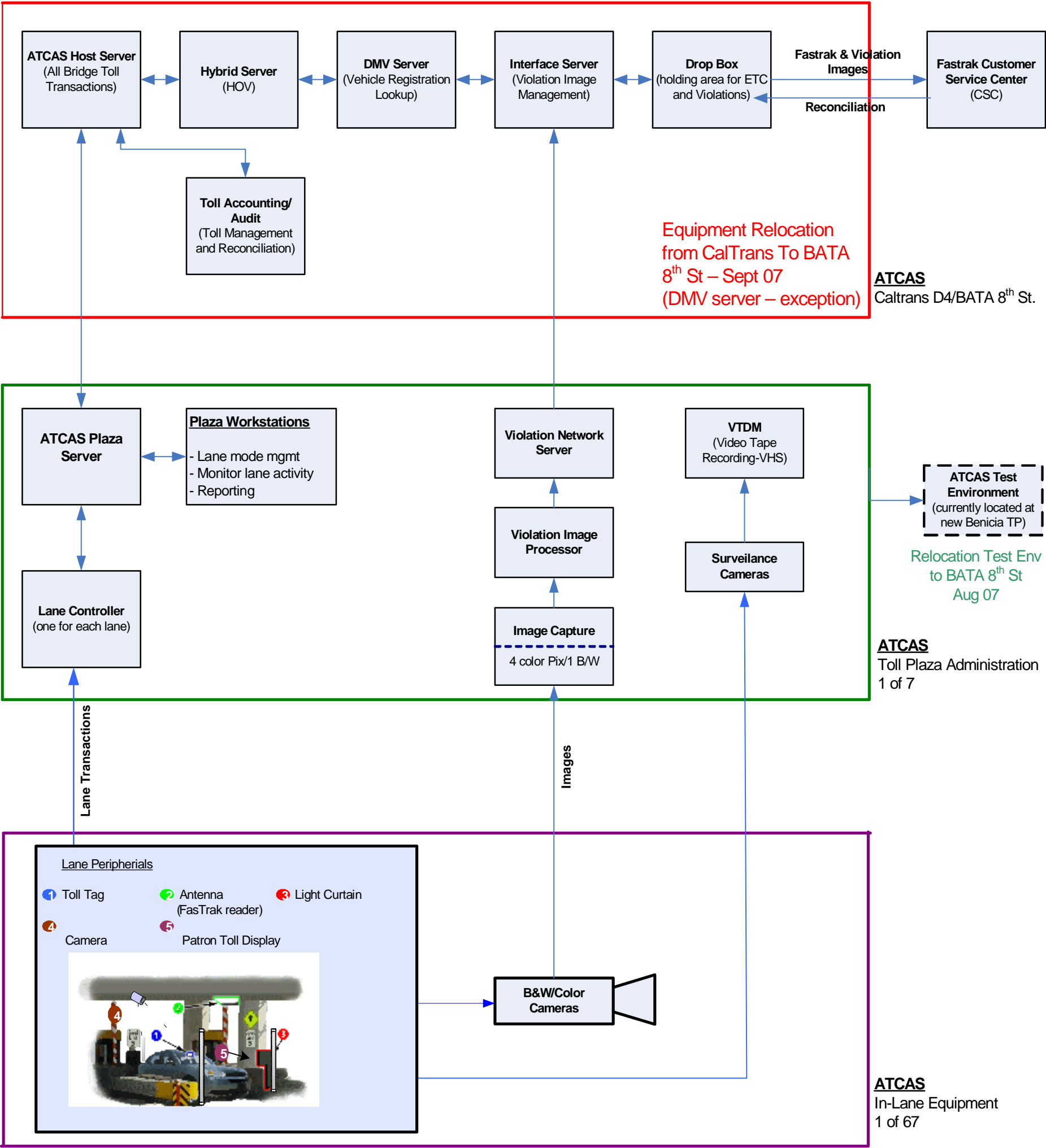
Variance
(29.1 M)

Confidential Draft – For Deliberative Purpose Only

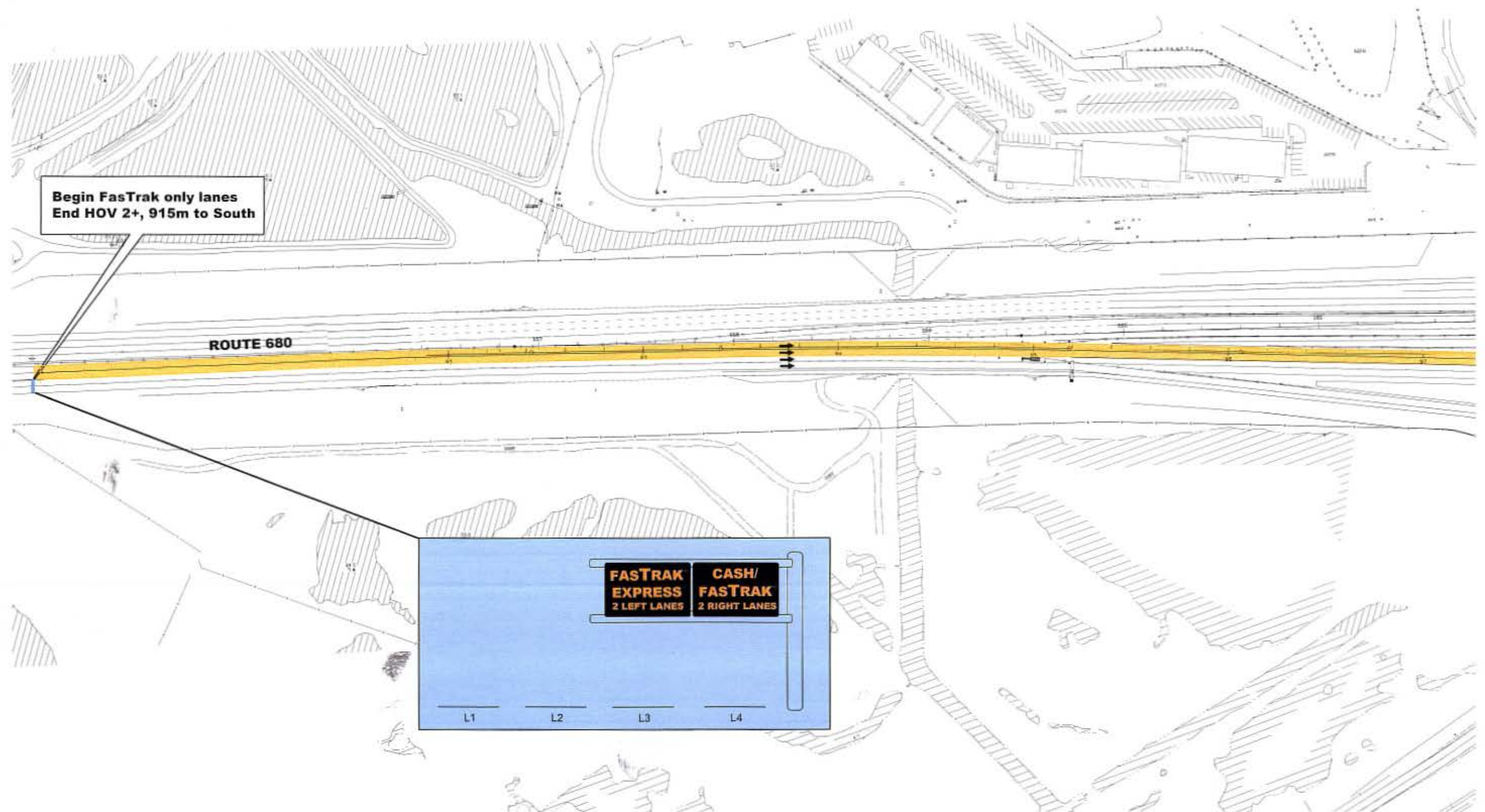
New Benicia-Martinez Bridge Opening Ceremony Alternative



ATCAS SYSTEM OVERVIEW



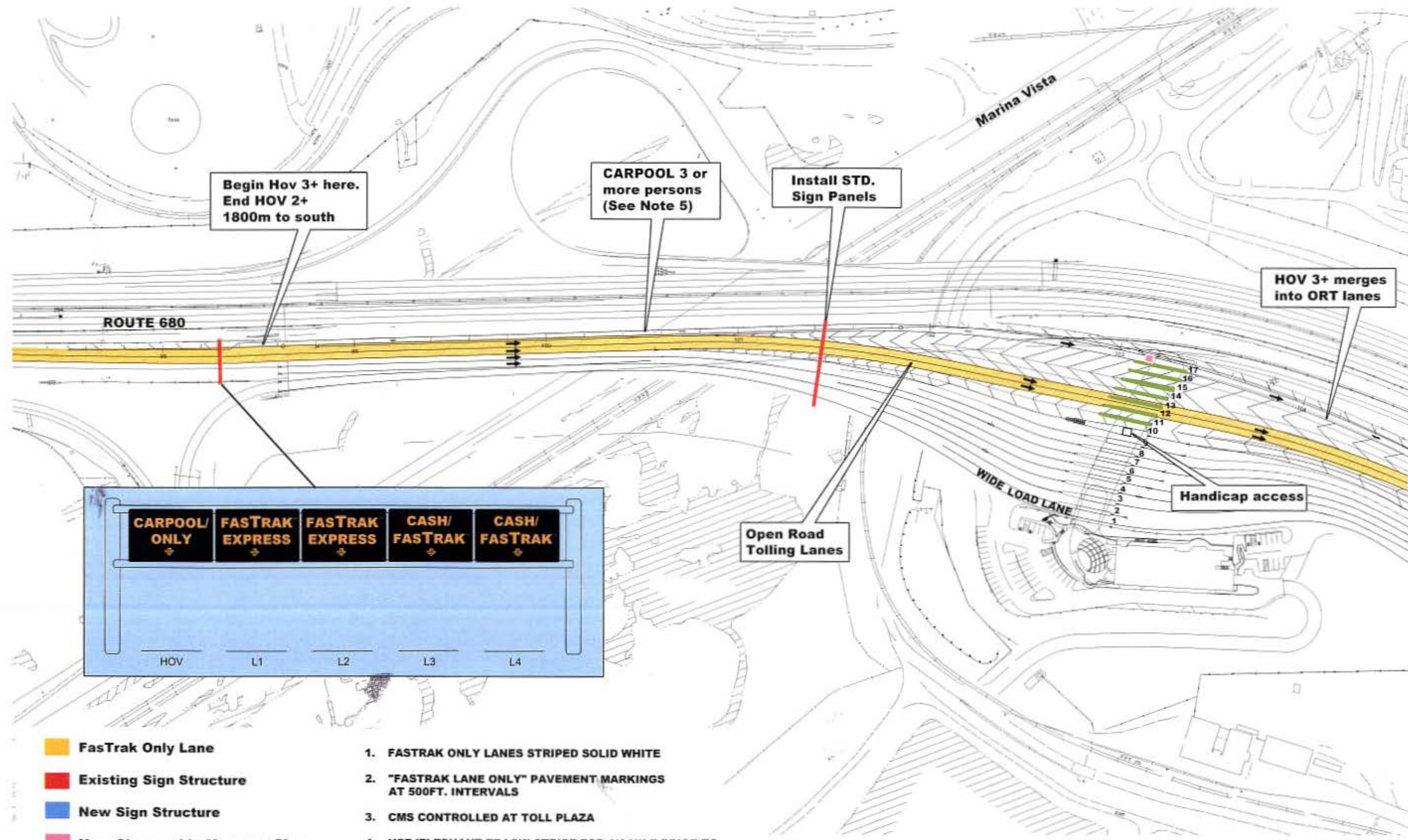
BENICIA-MARTINEZ BRIDGE TOLL PLAZA



X:\BATA\Toll Plaza Improvement Project\dwg\Sheet\LA-BMTP001.dwg, 2/1/2007 7:24:52 AM, egsam0

JANUARY 2007

BENICIA-MARTINEZ BRIDGE TOLL PLAZA



- FasTrak Only Lane**
- Existing Sign Structure**
- New Sign Structure**
- New Changeable Message Sign**
- Toll Collector Access**
- Remove Toll Booth**

1. FASTRAK ONLY LANES STRIPED SOLID WHITE
2. "FASTRAK LANE ONLY" PAVEMENT MARKINGS AT 500FT. INTERVALS
3. CMS CONTROLLED AT TOLL PLAZA
4. USE 'ELEPHANT TRACK' STRIPE FOR 1/4 MILE PRIOR TO FIRST OVERHEAD SIGN
5. NEW STD. SIGN PANELS TO MATCH EXISTING SIZE
6. CARPOOL LANE CLOSED OUTSIDE OF WEEKDAY COMMUTE PERIODS.

JANUARY 2007

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** April 3, 2007

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 7a
Item- Other Business
Walking Tour of the New Benicia-Martinez Bridge Toll Plaza -
Introduction

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

For Information Only

Discussion:

There will be a walking tour of the New Benicia-Martinez Bridge Toll Plaza following the meeting.

Attachment:

(N/A)